

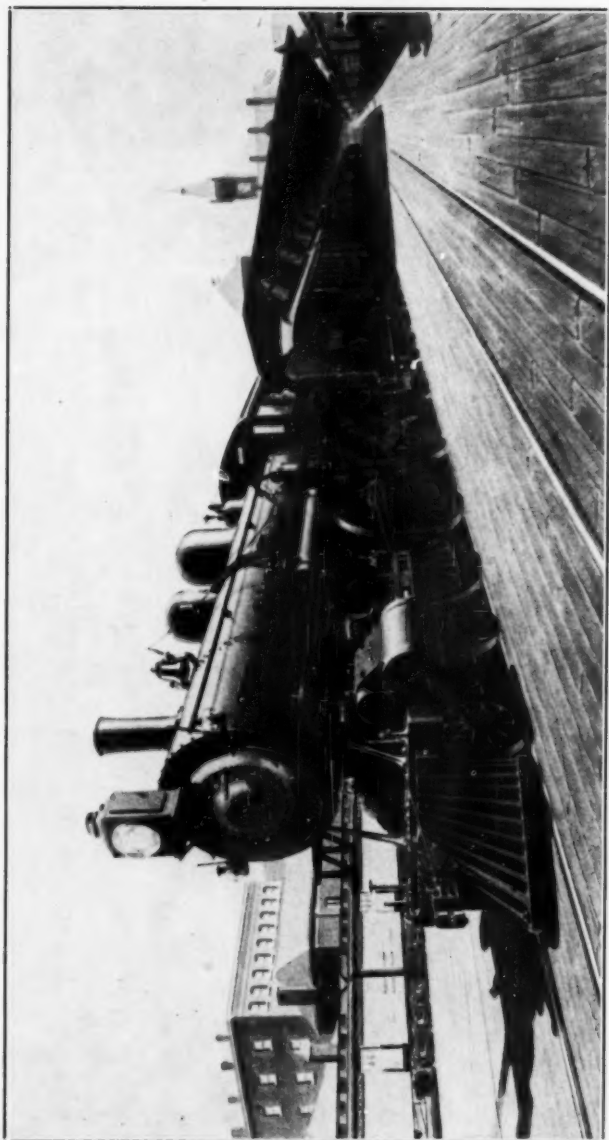
**LOCOMOTIVES
OF THE
CHICAGO & NORTH WESTERN
RAILWAY**

47-A



**THE RAILWAY & LOCOMOTIVE
HISTORICAL SOCIETY**





Wells Street Station, Chicago, about 1905. From an historical painting by A. W. Johnson.

LOCOMOTIVES OF THE Chicago & North Western Ry.

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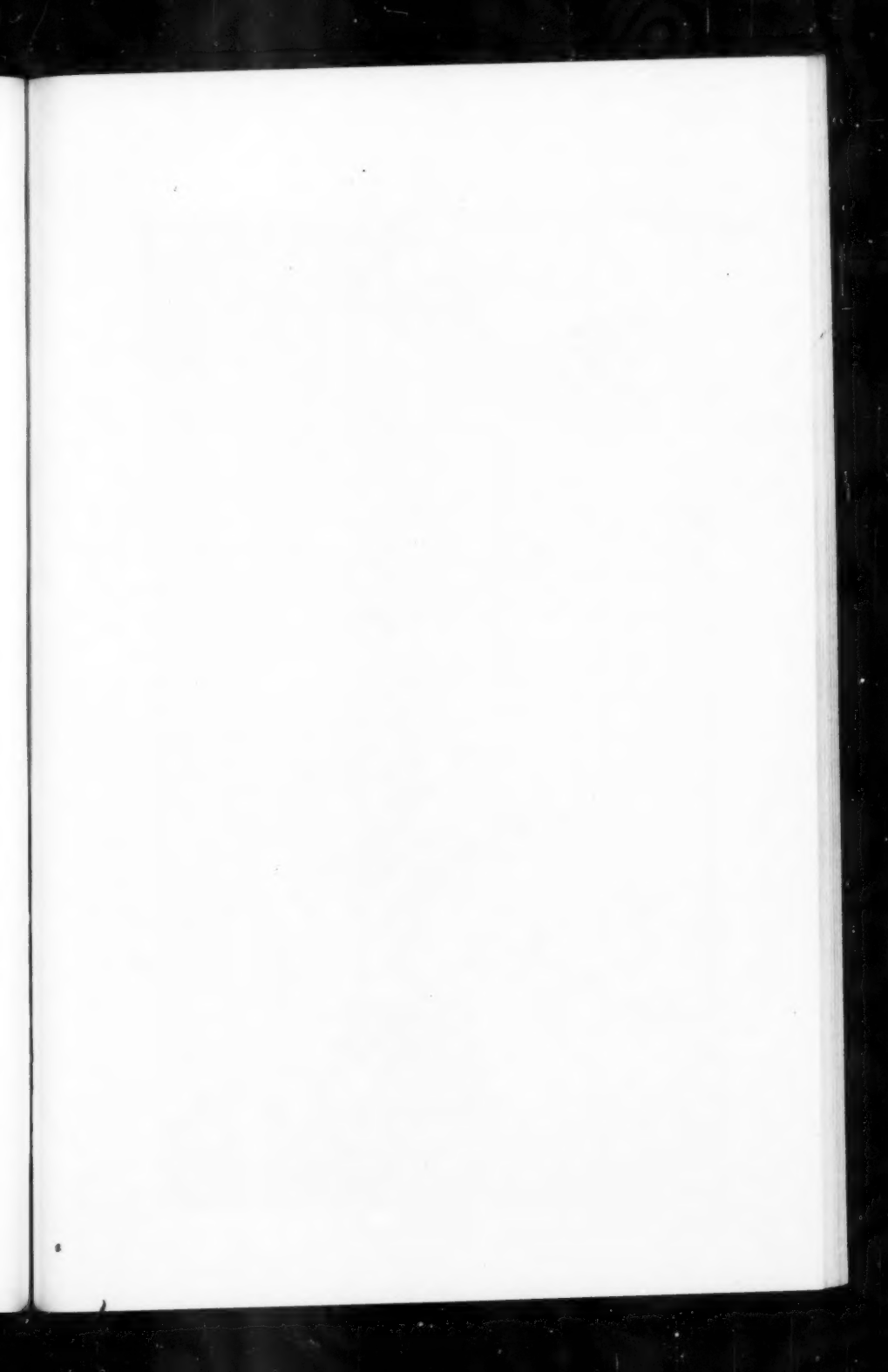
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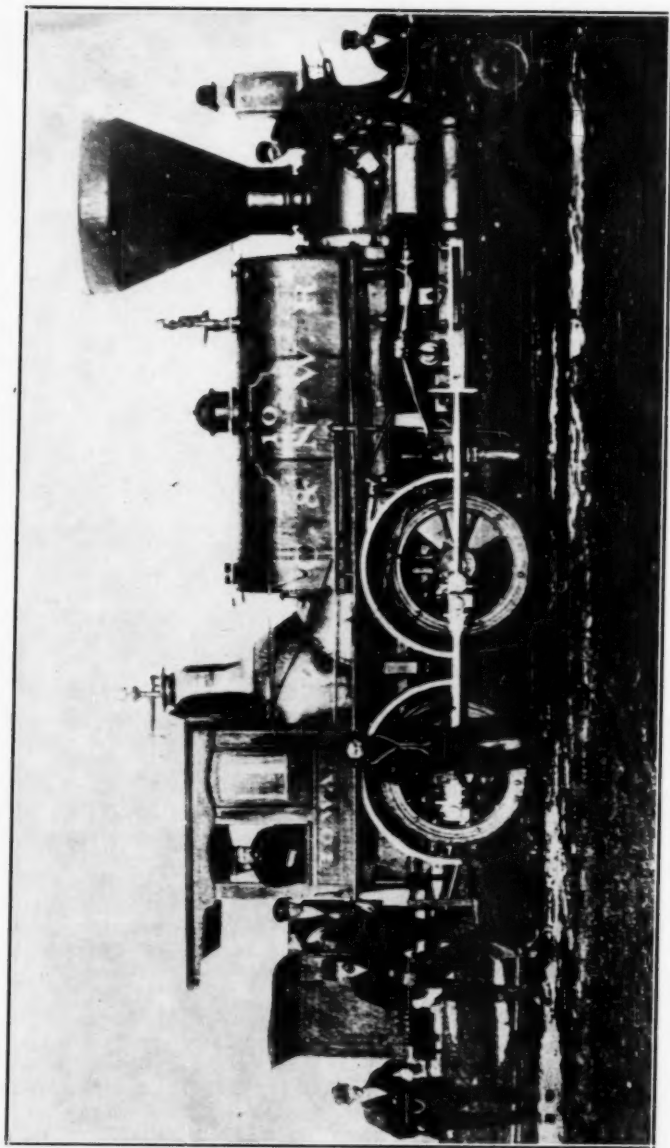
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The Society and its members are deeply indebted to the patient work of Mr. Cole and his untiring efforts to record correctly the locomotives of the Chicago & North Western Ry. Through the assistance of the C. & N. W. officials, the efforts of the American Locomotive Co. and the Baldwin Locomotive Works, we feel that this list is probably as accurate as can be produced at this late day. It has been published along the lines of our previous bulletin—Locomotives of the Chicago, Burlington & Quincy R. R., only this work is complete in one volume. The illustrations are from the collections of the author and Mr. A. W. Johnson and the frontispiece is from a painting by Mr. Johnson showing the old Wells St. Station in 1905.

A work of this kind, representing hours of patient toil cannot be commended too highly by your Editor. The information it contains is far more valuable than appears on the surface. We hope that our members will appreciate the work and the value of this publication as they did in the instance of our C. B. & Q. bulletins and we are proud of our mid-western members for their time and efforts made in our behalf.





The "Iowa" #10, at Dunlap, Iowa, 1868, as rebuilt by the G. & C. U. in 1865.

The Locomotives of the Chicago & North Western Railway

By F. A. COLE

SOME one has said that the history of this country is the history of its railroads. If there is truth in that statement, then to a comparable degree the history of a railroad is the history of its locomotives. In this respect it will be interesting to trace the development of the Chicago & North Western Railway and its locomotives. In the pages that follow, the history of corporations, reorganizations and consolidations are treated very briefly as it is not the purpose of this article to cover a general history of the road, but sufficient only to better understand the circumstances that effected the locomotives directly.

The Galena & Chicago Union. Typical of many great railroad systems of today, the "North Western" had its small beginning with ten miles of strap iron right of way, twenty-five cars and a second-hand locomotive. Incorporated in 1836, the Galena & Chicago Union, after years of inactivity, had finally, in 1848, completed its track from Chicago, west to the Des Plaines River. This was the first railroad to enter Chicago and was the first property of this now great railroad system.

Early in 1848 the Michigan Central Railroad had completed its line from Detroit west to New Buffalo and it is evident that they had on hand a surplus of light engines. The Galena company made a deal with them for the purchase of one locomotive to be paid for in stock. This locomotive, the first to enter Chicago, arrived in October, 1848, on the sailing vessel "Buffalo." The name of this engine has long assumed to have been the "Alert" although certain discrepancies in records permit us to disbelieve this. At any rate, certain facts have been established beyond a doubt. The engine was built by M. W. Baldwin on July 14th, 1836 under their number 37, for the Utica & Schenectady Railroad as their number 7, and was later sold to the Michigan Central Railroad. The G. & C. U. renamed it the "Pioneer" and placed it in service on October 24th, 1848. It served the road well and was not retired from active service until about 1874. A debt of gratitude is extended to Mr. Marvin Hughitt, late President of the Chicago & North Western, for his forethought in saving this good old "horse" from the scrap pile. In recent years the road has presented this locomotive in good order to the Museum of Science and Industry in Chicago for perpetual exhibition.

Some interesting facts of the "Pioneer" follow. It had but two drivers, 54" in diameter with a four wheel leading truck. At time of delivery to the G. & C. U. it had 10x18" cylinders and weighed 10 tons. Records of 1872 show cylinders as 11" in diameter indicating that a change had been made. This record also gives boiler diameter as 37", fire-box of iron 32" long and 35" wide, 108 copper tubes 1¾" diameter and 84" long, steam pressure 100 pounds, Low Moor iron tires, weight 24000 pounds and tender capacity 1015 gallons. John Ebbert was its first engi-

neer and Daniel Sheahan his fireman. Mr. Ebbert had the honor of exhibiting this engine at the World's Fair in Chicago, 1893, six years before his death.

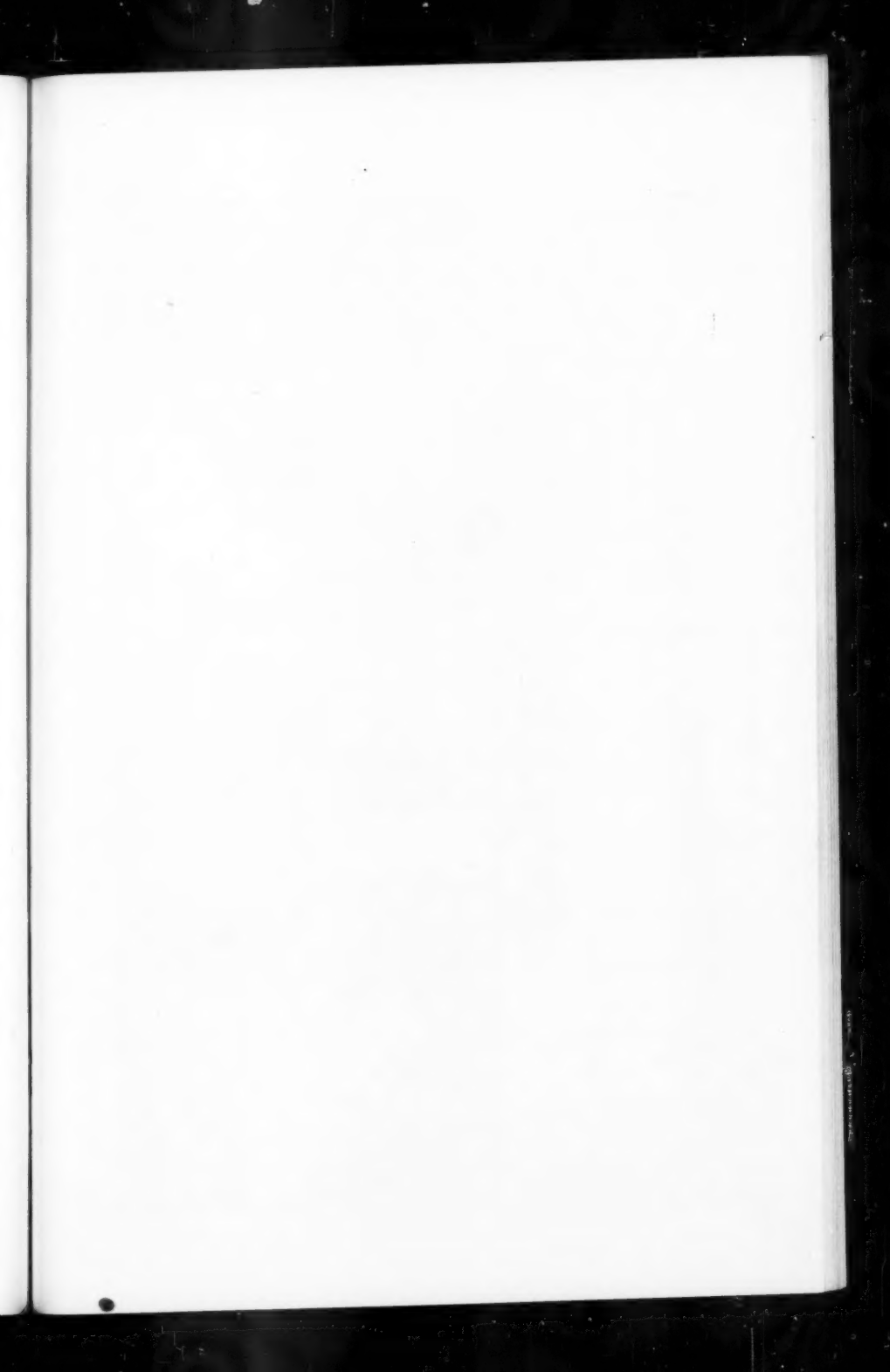
Two additional engines were received from the Norris works in 1849 and the following interesting extract from the 1850 report of the company evidently refers to one of these locomotives: "One locomotive and an extra pair of driving wheels and trucks have been procured, beyond the estimate of last year, at a cost of \$8,500. About \$500. will be required to pay cost of transportation, insurance, putting a house on the engine, and placing her in running order." The "house" referred to means the locomotive cab and evidently these early engines were delivered without cabs.

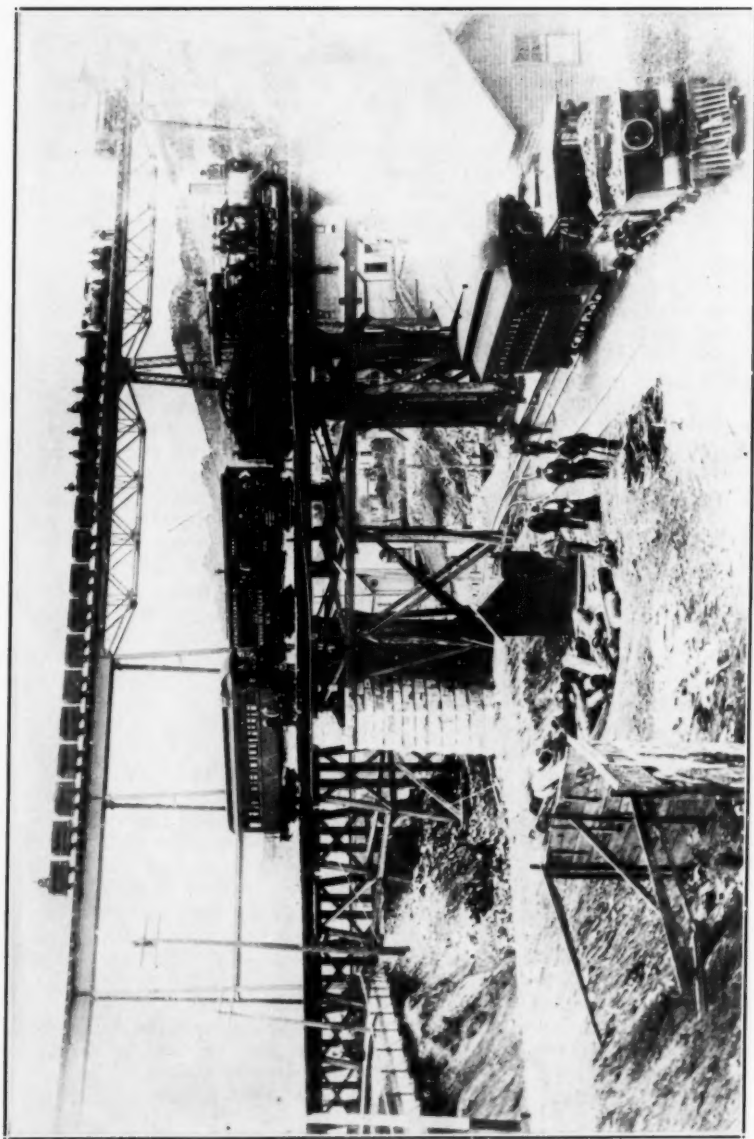
During 1850 the road built through Junction (later Turner Junction and now West Chicago) to Elgin with a branch line to St. Charles. Several other roads in the vicinity of Chicago were also under construction by this year. One of these, the Aurora Branch Railroad, was building from Aurora to connect with the G. & C. U. at Junction. This road in turn became known as the Chicago & Aurora and later the Chicago, Burlington & Quincy. Through an agreement this road operated trains to and from the west over the G. & C. U. tracks from Junction to Chicago until as late as 1864 when the tracks of the Burlington were extended from Aurora to Chicago. Early reports mention that this Chicago & Aurora Railroad was built partly through the loan of locomotives and cars from the Galena & Chicago Union.

An interesting transaction occurred in 1853 when the G. & C. U. exchanged their locomotive "Winnebago" for the C. & A. "Whittlesey" which was promptly renamed the "J. B. Turner" after the then president of the Galena road. The "Winnebago" was built by Amoskeag in 1851 under construction number 29. It had 16x20" cylinders, 66" drivers and weighed 36000 pounds, and its name was changed to the C. & A. "No. One."

By 1853 the G. & C. U. had reached Freeport and had constructed a branch from Belvidere, Illinois to Beloit, Wisconsin, and through the leased road, the Beloit & Madison, it had reached Madison, Wisconsin in 1854. In the following year its west terminus was the east bank of the Mississippi River at Fulton, Illinois. Extending its tracks west, in 1862, it secured the lease of the *Chicago, Iowa & Nebraska Railroad* which had been built under a separate corporation from Clinton to Cedar Rapids, Iowa. A bridge connecting these two properties was built over the Mississippi River in 1864. Little is known of the locomotives of the C. I. & N., only one appearing in the records, the "Clinton" built by Manchester in 1856 under builder's number 30. It had 15x24" cylinders, 60" drivers and weighed 50000 pounds. No doubt this engine and others owned by this road were absorbed by the Galena & Chicago Union.

Still extending its line west, it leased in the same year, the *Cedar Rapids & Missouri River Railroad*, then under construction from Cedar Rapids to Council Bluffs, reaching the last named town in 1867. So far as can be determined no record of the C. R. & M. R. locomotives exists, and no doubt these too were absorbed by the Galena Company.





F. E. & M. V. #208, class G, at Lead, S. D. about 1900. C. B. & Q. below and Homestake Mine R. R. above—all narrow gauge.

Some notes of interest should be included before closing this brief discourse on the Galena & Chicago Union. It will be remembered that the first rails were of strap iron laid on longitudinal wood stringers which in turn rested on cross ties. These proved very unsatisfactory as they often loosened at the joints and sprang up through the bottoms of the cars. "Snake iron" was the appropriate name given them in those days. In 1851 and 1852 the road replaced these strap rails, with what early records called "T" rails, but certain disclosures made recently indicate that these in all probability were replaced with the pear-shaped rails, and the "T" rails did not come until some later date. Traffic must have grown to good proportions in those first eight years of operation, for in 1856 a second track was built from Chicago to Junction.

Also in 1856, the first coal burning engines were tried. Two were purchased under a guarantee that they would burn Illinois soft coal successfully. However, the results of this experiment are not known, and records indicate that the road continued to purchase wood burning locomotives for many years, perhaps due to the fact that wood was plentiful and cheap.

The first depot in Chicago was built in 1848 at the southwest corner of Kinzie and Canal Streets. It had a sort of observatory or cupola on the roof and President Turner often watched the progress of incoming trains through a marine telescope. It is said that he could see trains at least six miles away over the open prairie to the west of Chicago.

John B. Turner was the fifth president of the Galena road. Some mention should be made of Wm. B. Ogden, the third president, under whose wise guidance the Galena & Chicago Union became a successful enterprise from the very start, demonstrated by the fact that the stockholders were paid 10% on their investment in the year 1850.

Thus far we have taken briefly the main events of the Galena & Chicago Union up to 1864, the year of the "great consolidation" as it was called, of which we shall mention more later.

The Chicago & North Western. As early as 1847 the projectors of the Galena & Chicago Union had visited Janesville and other places in Wisconsin, soliciting aid for building projected lines into Wisconsin. But a rival faction formed under the name of the *Madison & Beloit Railroad* had secured authority to build a road from Beloit to Janesville and thus to Madison. However, no rails were laid under this charter, but under a new charter of 1850 which changed the route and the name of the road to the *Rock River Valley Union*, 29 miles of track were built in 1854 from Minnesota Junction to Fond du Lac.

Destined to become a second main line into Chicago, the *Illinois & Wisconsin Railroad*, incorporated in 1851, built 38½ miles of six foot gauge track from Chicago to Cary, Illinois in 1854. A time table of March 1st, 1855 shows week day passenger service of one train each way with a schedule of two and a half hours.

The *Chicago, St. Paul & Fond du Lac Railroad* was formed March 31, 1855 by the consolidation of the Rock River Valley Union and the Illinois & Wisconsin, and the gap between Cary and Minnesota Junction was completed in 1859, thus forming a continuous line from Chicago,

via Janesville and Watertown, 176 miles to Fond du Lac. Trains however, were running through to Janesville as early as March 1857 with two passenger trains daily each way on a four and a half hour schedule. There is some question as to whether or not the road from Cary to the Wisconsin state line was originally built as six foot gauge, but records do show that all of the existing wide gauge track was changed to standard gauge in 1855, or early 1856.

The trains of the Illinois & Wisconsin, and later the Chicago, St. Paul & Fond du Lac arrived at and departed from what was generally known as the "Kinzie Street Depot" in Chicago. It was located on the west bank of the Chicago River, north of Kinzie Street; the original building being replaced in 1856 by a pretentious wooden structure with a large domed train shed, and was in use until the Chicago fire in 1871.

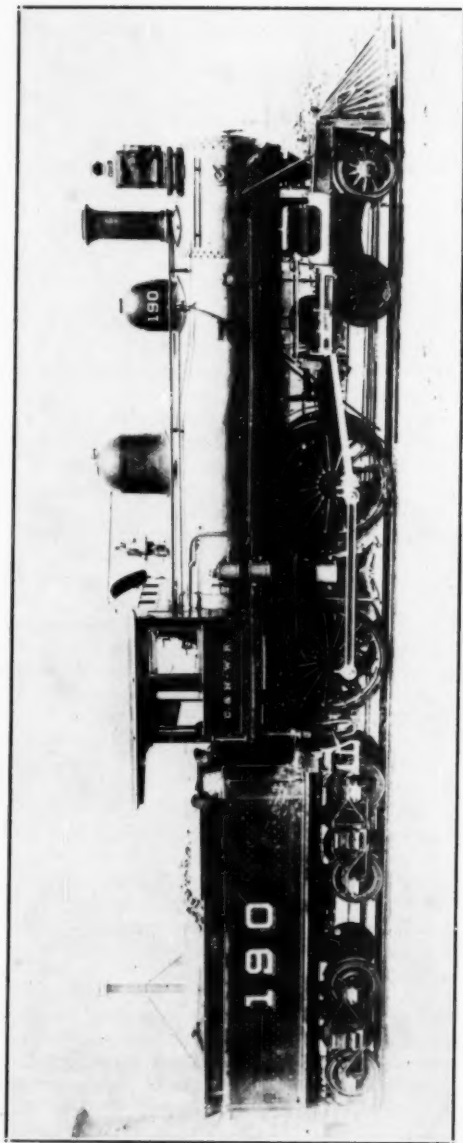
As to the locomotives of the Rock River Valley Union, the "Winnebago," its first locomotive was built by Hinkley in 1852 under their number 371. It was 4-4-0 type with 12x20" cylinders and 48" drivers. Henry Crane, afterwards master mechanic of the road, is said to have hauled this engine by teams over country roads from the boat dock at Sheboygan, to Fond du Lac some 50 miles distant. Hinkley's 394th. engine was also built for this road in the same year. It had 15x20" cylinders and 60" drivers. The "Fountaine City," built by Taunton in 1854, construction number 171, had 15x20" cylinders and 72" drivers. All of these early engines are believed to have been built for six foot gauge track, and the only further record we have of these is that the "Winnebago" was rebuilt to standard gauge in 1856, and in 1870 was converted to 0-4-0 type in the C. & N. W. shops, retaining its original name.

The first locomotive to come from the builders as standard gauge, was the "Woodstock" built for the C. St. P. & F. L. by Hinkley in 1855, later becoming the C. & N. W. "S. J. Tilton" No. 75.

The first two locomotives for the Illinois & Wisconsin were built by Taunton for delivery June 15, 1854. They were six foot gauge, inside connected, 4-4-0 type with 15x20" cylinders and 72" drivers. As to some of the difficulties encountered to accomplish delivery of these locomotives and final disposition of same, we refer to notes of Mr. Ben Garvin, deceased C. & N. W. man:

"We took two six foot gauge engines from Erie, Pa., in the spring of 1854. They had to be loaded on flat cars, run to Toledo, unloaded, run over the river on a scow, loaded on cars again, run to Chicago, unloaded near the Michigan Southern Depot, loaded on a scow and run up the river to where the old North Western depot and shop used to be. The six foot gauge engines were sold to the New York & Erie in 1856." Referring to the Rock River Valley Union, he noted, "The engine "Winnebago," the first engine on the road, was rebuilt in Fond du Lac in 1856 under my supervision."

The panic of 1857 stopped further expansion of the Chicago, St. Paul & Fond du Lac. In 1859 it became bankrupt, and was sold to a newly formed company, the *Chicago & North Western Railway*. It is interesting to note that W. B. Ogden was president of the road at the time of its sale and became the first president of the newly formed com-



C. & N. W. #190, class C-6, original design.

pany which he served in that capacity, and also as director, until June 4, 1868. He died on August 3rd, 1877, with more than a quarter century of railroad achievements to his credit.

During the early '60's the C. & N. W. and the G. & C. U. became keen rivals for the northwest business that was moving up and down the Mississippi river from St. Paul by means of boats to Prairie du Chien and thus over the Milwaukee & Mississippi Railroad to Janesville. It will be remembered that at an early date both roads had entered Janesville and their rails crossed at several points in southern Wisconsin and northern Illinois. The Kenosha & Rockford Railroad was purchased by the C. & N. W. early in 1864 to prevent it from falling into the hands of the G. & C. U.

The copper and iron country of the Michigan peninsula was reached in 1864 by the acquired Peninsula Railroad. However, its southernmost terminus was Escanaba, and to make connections with the then northern end of the C. & N. W. at Green Bay, boats were run between these two points until as late as 1872 when rail connections were completed.

Thus, two pioneer railroads grew from a raw beginning to a place of great influence in the development of the territory west and northwest of Chicago. Indeed, the growth of that city to the greatest railroad center in the world can be directly attributed to the foresight of the courageous men who planned, built and operated these early railroads.

As it has been seen, the Galena & Chicago Union and the Chicago & North Western were competing roads until on June 2nd, 1864, their consolidation was consummated. This was a noteworthy event for those days when railroad consolidations of such magnitude were almost unknown. It had as its fundamental purpose much the same common benefits that would be expected from such a merger in modern times—the elimination of disastrous competition. Neither road had entered Galena by 1864, the G. & C. U. having started with that intention, had changed its route in its early history and had been content with its connection to that very important early Illinois city through the Illinois Central. Hence, the retention of the name "Chicago & North Western" which embraced fully the territory that the consolidated roads served and in which might be expected to expand. As a last tribute to the Galena company, we quote from "Yesterday and Today"—"It was the leader in nearly everything that belonged to railroad operation. In financial standing and credit it was without a peer. It had the best, largest, and most modern locomotive engines. Its cars were inferior to those of no other road. It built the first and had the best passenger depot in Chicago and better facilities for handling freight than any other road there. It had built and adopted the first regular railroad postal car that was placed in service."

At the time of the consolidation, the G. & C. U. owned directly 294 miles of track and had under perpetual lease 251 miles; it owned 60 passenger and freight locomotives, and 14 switching locomotives. The C. & N. W. had 315 miles of owned lines and none under lease, and had 48 locomotives. The consolidation necessitated a new scheme or order of numbering and naming the locomotives of the two roads into one com-

mon list, and the Galena's engines were given first place as reference to the general tabulation of locomotives accompanying this text will indicate. The first 60 locomotives have been identified as being original Galena engines, the original names in some cases being changed to avoid duplication.

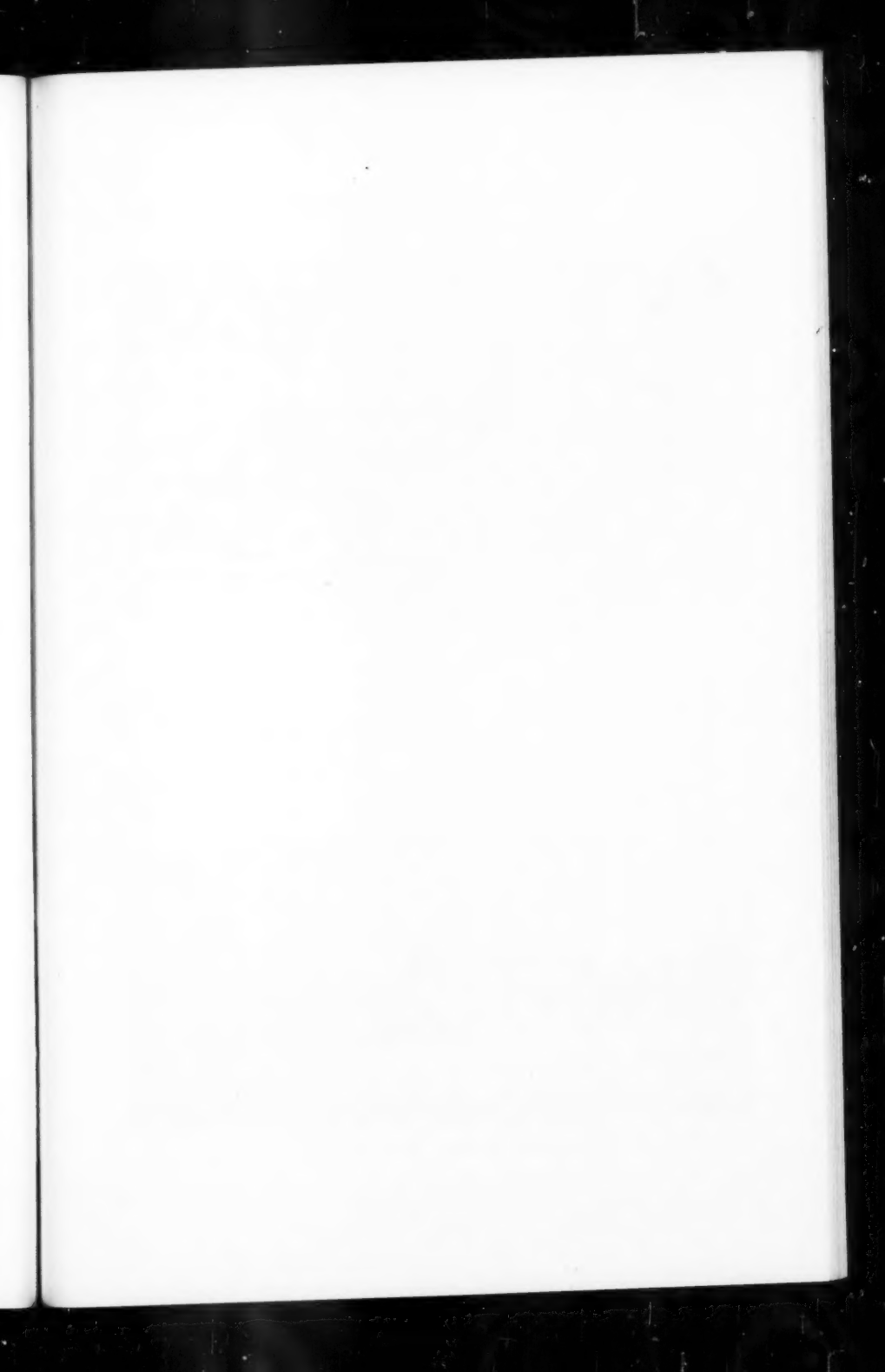
The Chicago & Milwaukee Railroad. The Illinois Parallel Railroad, chartered in 1851, changed its name to Chicago & Milwaukee in 1853, and built from Chicago north to the Wisconsin state line in 1855. The Green Bay, Milwaukee & Chicago Railroad, chartered also in 1851, built from Milwaukee south to the Wisconsin state line in 1855, and later in 1857 changed its name to the Milwaukee & Chicago Railroad. Thus rail transportation was established between Chicago and Milwaukee, but until 1863 when these two roads were consolidated under the name of the Chicago & Milwaukee Railroad, freight and passengers alike changed cars at the state line.

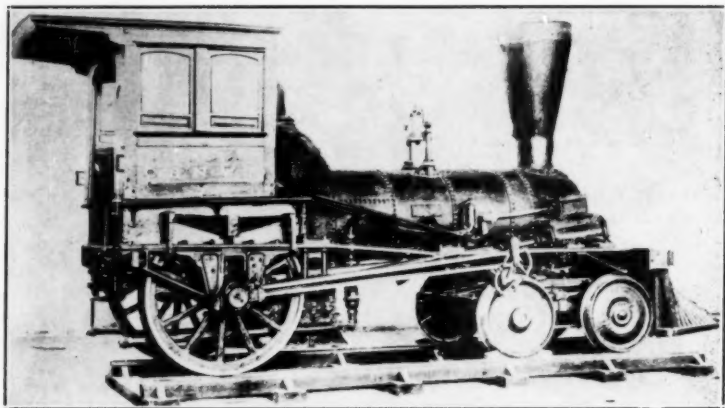
The first regular train service was inaugurated on December 19, 1854 between Chicago and Waukegan, the service being extended to Milwaukee the following June. Reports conflict as to the location of the first depot in Chicago, but early time cards bear the note: "Chicago station, corner of Water and Kinzie streets, on the west side." A map of 1863 shows such a station running east and west along the south side of Kinzie street, between Canal and Clinton streets. As this was the location of the original G. & C. U. station which was abandoned in 1853 upon completion of its new station at Wells street, the C. & M. may have used the old G. & C. U. station.

To Judge Henry W. Blodgett, an eminent jurist of the time, much credit is due for his efforts to bring about the above mentioned consolidation, and he had the distinction of having a locomotive named in his honor. The Chicago & Milwaukee came under the management of the C. & N. W. by perpetual lease on May 2nd. 1866, and was finally purchased in 1883. It had 12 locomotives which were taken into the regular C. & N. W. classification in 1866, all of which appear in our tabulation.

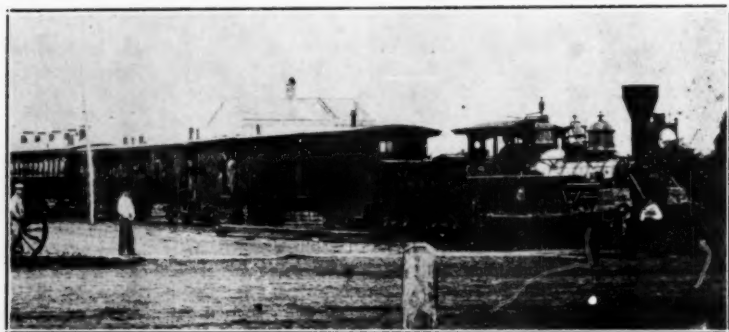
The Winona & St. Peter Railroad. In 1867, Henry Keep, then president of the C. & N. W. reported the purchase from D. N. Barney and his associates of all of their interests in the projected Winona & St. Peter Railroad, which was soon built 105 miles westward from Winona, Minnesota. This was operated as a separate road until about 1900, its locomotives keeping their distinct identity apart from those of the parent road. A few locomotives were received direct by this road from the builders, but the greater majority came from the North Western proper, some of which having been built in the Chicago shops. However, the same common class designations were used by both roads. Three of the original C. & N. W. engines were later transferred from the W. & St. P. to the Fremont, Elkhorn & Missouri Valley. Finally the W. & St. P. became an integral part of the parent road and by 1901 all of its 55 locomotives were renumbered into the C. & N. W. classification.

An interesting statement appeared in the C. & N. W. report of 1868:





The "Pioneer"—first locomotive to run west from Chicago.



The "Apollo" at Fulton, Illinois, about 1864.

LOCOMOTIVES AS OF MAY 31, 1868

	First Class	2nd. Class & Switching	Total
Number June 2, 1864—time of consolidation with G&CU....	94	28	122
Number purchased and built during the fiscal year ending May 31, 1865, including those purchased by Peninsula Division before consolidation	29	3	32
Number acquired by lease of C. & M., May 8, 1866	10	2	12
Number purchased and built during the fiscal years ending, May 31, 1866	6	0	6
May 31, 1867	64	11	75
May 31, 1868	1	0	1
Totals, May 31, 1868	204	44	248

The Sheboygan & Fond du Lac Railroad. The Sheboygan & Mississippi Railroad, chartered in 1852, became through reorganization the Sheboygan & Fond du Lac Railroad in 1861. Through subsequent consolidations, this road became the property of the C. & N. W. in 1883, at which time it had 5 locomotives, although in 1872 it owned 6. No evidence can be found that these locomotives ever became the property of the parent road. Only meager description of these locomotives is available, and this follows.

The Taunton Locomotive Works built the first two engines for the Sheboygan & Mississippi in 1857 and 1858. They were the No. 1 "Sheboygan," and the No. 2 "Cape Cod" and bore builders numbers 229 and 249. They had 13x22" cylinders and 60" drivers. Their delivery was accomplished by means of flat scows on Lake Michigan from Milwaukee. Later reports show the No. 2 as the "Fond du Lac" to which the "Cape Cod" was evidently changed. There is no record available concerning the No. 3. Numbers 4, 5 and 6 were respectively the "Calvary," "Ripon" and "Princeton." Of these, only a record of the "Ripon" remains. It was built by Baldwin in 1871 under construction number 2658, had 16x24" cylinders, 60¾" drivers and weighed 27½ tons. The engine "Fond du Lac" mentioned above should not be confused with that of the same name carried on the C. & N. W. list as the No. 83, the latter having been built for the Chicago, St. Paul & Fond du Lac.

A statement of the C. & N. W. dated July 1, 1885 shows a total of 680 locomotives, of which 52 were assigned to the Winona & St. Peter. 91 locomotives of this total were listed as switch engines, 40 of which were equipped with air brakes. Of the road engines, 23 had steam brakes and 337 air brakes.

The Narrow Gauge Lines. The Chicago & North Western acquired in 1883 the three foot gauge railroads named the *Galena & Wisconsin* (formerly the *Galena & Southern Wisconsin*) and the *Chicago & Tomah*. These roads were in southwestern Wisconsin, one line of which extended to Galena, Illinois. The gauge was subsequently changed to standard with the exception of the line from Fennimore to Woodman which remained narrow gauge until its abandonment in 1926. The original narrow gauge engines were the 278, class D-10, 4-4-0 type and the 279, class D-11, 2-6-0 type; these being replaced in 1912 and 1915 by locomotives

of the same numbers but both of the class D-11, 2-6-0 type. Reference is made to the locomotive tabulations for further data concerning these locomotives.

The *Des Moines & Minneapolis*, originally the Des Moines & Minnesota, was leased in 1879 and was subsequently purchased in 1884. This was a three foot gauge road extending from Des Moines to Callanan, Iowa, and in 1879 it owned four locomotives none of which were taken into the C. & N. W. classification. Record of only two of these locomotives is available: No. 1 built by Grant in 1871 had 9x16" cylinders and 44" drivers; No. 3 the "James Callanan" was built for the Des Moines & Minnesota by Danforth Locomotive & Machine Company under their number 366 prior to 1877 and was of the 2-6-0 type. In 1879, Baldwin built what was to have been the Des Moines & Minneapolis No. 5 "Des Moines;" but the C. & N. W. leased the road before its delivery and this locomotive was diverted and later became the C. & N. W. No. 278, class D-10, and saw initial service on the Galena & Wisconsin about 1880.

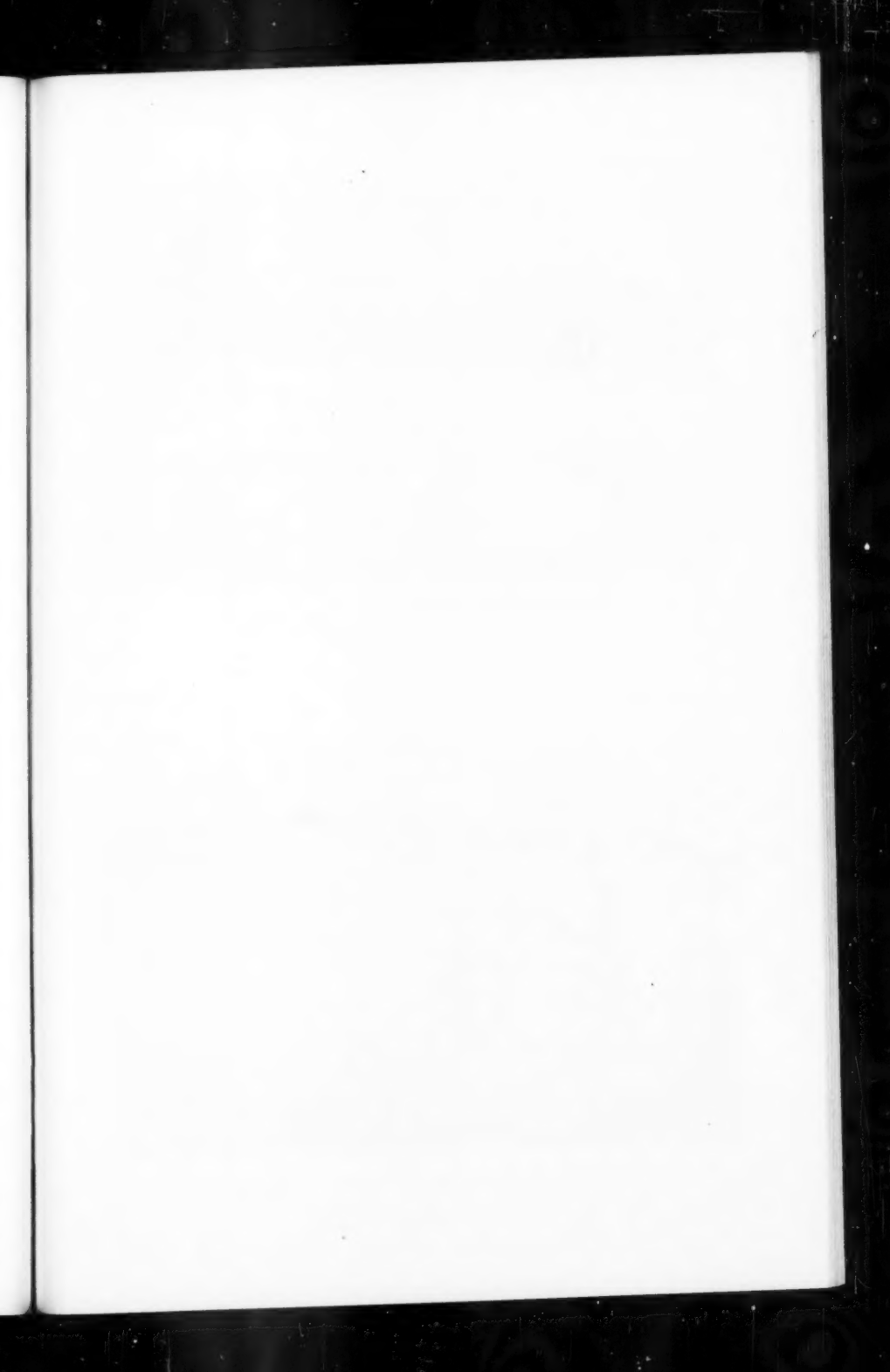
Mention is made elsewhere of the narrow gauge line in the Black Hills, built in more recent years by the Fremont, Elkhorn & Missouri Valley Railroad.

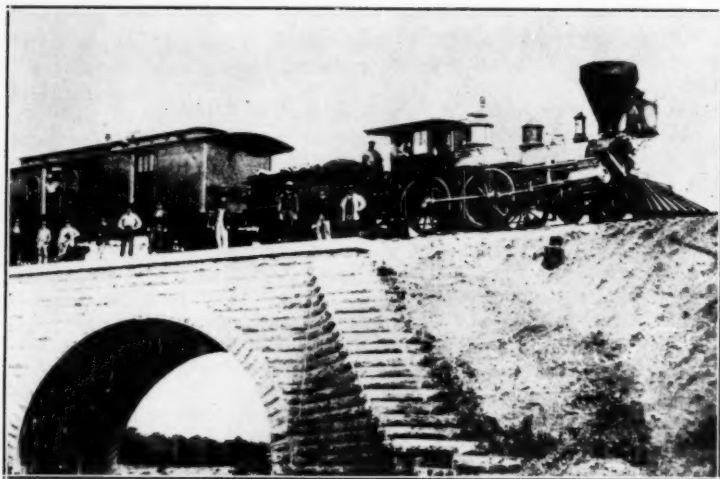
The *Sycamore & Courtland Railroad*, a standard gauge road about five miles long, was built in 1859 and was sold to the C. & N. W. in 1888. It had one locomotive, the "Sycamore" of the 4-4-0 type which was built in 1859, went into service in 1861 and was scrapped when the road became C. & N. W. property.

The *Mattoon Railway Company*, built from Mattoon Junction to Mattoon, Wisconsin in 1896, was later absorbed by the C. & N. W. Line was abandoned in 1933. The C. & N. W. in 1899 sold their No. 264 to this road and it was renumbered Mattoon Railway No. 3. Only one other locomotive owned by this road is known by meager description. It was the No. 1, 2-6-0 type, originally a wood-burner it was later changed to burn coal. The road was standard gauge and was used chiefly in connection with the logging industry of northern Wisconsin.

The *Milwaukee, Lake Shore & Western*, a consolidation of the Appleton & New London, Vieux Desert & Lake Shore, and the Wolf & Wisconsin River railroads was sold to the Chicago & North Western in August 1893. Its locomotives, 112 in number, were taken into the general classification.

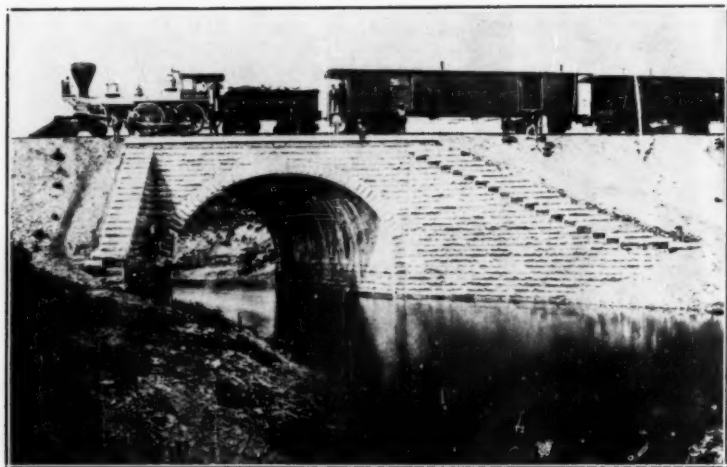
In 1884, the Chicago & North Western purchased together with several bridge companies and smaller roads, the *Chicago, Iowa & Nebraska*, the *Cedar Rapids & Missouri River*, the *Sioux City & Pacific*, and the *Fremont, Elkhorn & Missouri Valley* railroads. The first two roads it will be recalled were leased by the Galena & Chicago Union in the early years of its history. The latter two roads were known as the "Trans-Missouri Lines," and their history being quite involved and lengthy, we will not attempt to give it in detail. However, mention should be made that John I. Blair and his associates were the builders of the C. R. & M. R. and the S. C. & P. and that the F. E. & M. V. came under their control as a leased road.





In the wood burner days, the "Elkorn" at Rockford, Illinois, 1867.

Hale & Co., 1858



Another wood burner, the "Thunder" at Rockford, Illinois, 1867.

These "Trans-Missouri Lines" were operated for many years as separate companies and during that period many C. & N. W. locomotives were transferred for service on those lines. In 1901 the Sioux City & Pacific, and in 1903 the Fremont, Elkhorn & Missouri Valley ceased to exist as separate operating units, and their locomotives in entirety were taken into the classification of the parent road.

Some 18 miles of three foot gauge track were built by the F. E. & M. V. to the various mines in the Deadwood, South Dakota district in 1891, this being completely abandoned in recent years. For service on this narrow gauge road, five class G, 4-8-0 type locomotives were built by Schenectady in 1891, 1892 and 1902.

The *Chicago, Iowa & Dakota Railway*, extending from Eldora Junction to Alden, Iowa, 26 miles, was purchased in 1903, and its two locomotives were taken into the C. & N. W. classification and renumbered 1305 and 1306.

Two building companies, the *Wyoming & North Western* and the *Pierre, Rapid City & North Western*, were organized to extend the lines of the C. & N. W. in Wyoming and to the Black Hills of South Dakota. The parent road ordered 20 locomotives, class Q, 4-6-0 type for service on these roads and they were delivered from Rogers in 1906, ten going to each road and being numbered 1 to 10 respectively. Later, when the roads ceased operation as separate units, some of these locomotives were put into suburban service in Chicago under their original numbers. Eventually, in 1920, these engines were renumbered into the general classification.

The *Pierre & Ft. Pierre Bridge Company* built the connecting line between the P. R. C. & N. W. and the C. & N. W. at Pierre, South Dakota, including the bridge over the Missouri River. It was opened for service in October 1907. Also, operated separately, it maintained one locomotive from 1907 until 1920 when operation was consolidated with the parent road. Three different locomotives shared this period and each were known in turn as the No. 1, a detailed history of which is included elsewhere.

This briefly covers the history of the Chicago & North Western Railway. On January 1, 1938 it had under operation 8,440 miles of standard gauge track; owned 1,519 steam locomotives, 157 of which were oil burners; 4 oil-electric switching locomotives and 31 gas-electric motor cars.

Much has been omitted that would ordinarily have been covered in a general history of the road, but the purpose of this text is to acquaint the reader chiefly with the history of the road's locomotives. The Chicago, St. Paul, Minneapolis & Omaha Railway Company, which is in reality an integral part of the North Western System, has not been covered in this article. Control of this road was gained in 1882 by the purchase of a majority of its stock. The "Omaha," as it is generally known, has been operated all these years and at the present time as a separate road and its locomotives are distinct to itself. There has never been any exchange of locomotives, although both this road and the C. & N. W. have some locomotives of the same design, and in recent years locomotives of both roads have been run through to terminals in both Chicago and the Twin Cities.

While the C. & N. W. operates left hand, the Omaha runs its trains on the right side of the track. Much discussion has been made of this left hand operation of the C. & N. W. While it is now unusual in this country before the turn of the century, many roads operated on the left side, and one of the last to change to right side was the Lake Shore & Michigan Southern, now the New York Central west of Buffalo. The writer knows of no other road now operating as does the Chicago & North Western and believes that characteristic can now be claimed of this road alone. The chief reason for this road to continue such operation was perhaps due to the exorbitant cost of changes in signals, switches, etc. The road however has maintained that left hand operation is safest as the engineer from the right side of the cab has a view of the passing track as well as his own.

The "Tilton" Engines. From about 1876 to 1885, the Chicago & North Western built many locomotives in its shops. Most numerous were the classes A-1 and B-1 both 4-4-0, also the class K-1 0-4-0 type. Probably the most famous of these engines was the No. 274, class A-4 built in 1884. In appearance it was a gem of symmetry and excelling in power and speed, it was the pride of the road for many years. However all of these engines were noted for their good lines and trustworthiness and became famous throughout the middle west as "Tilton" engines, named after the then superintendent of motive power, George W. Tilton, under whose supervision they were built.

Splendid locomotives came to the road from the Schenectady Locomotive Works in the years 1895 to 1899. Most noteworthy of these were the three 4-4-0 type classes, A, B, and C. Many speed records were made with these locomotives and they were used on the "limited" trains until supplanted by the Atlantic type engines. On the run of the first fast mail from Chicago to Omaha in competition with the Burlington road, January 2nd and 3rd, 1899, three class A engines were employed over as many divisions. They were the 908, 584 and 592. The 497 miles from Chicago to Council Bluffs was traversed in 9 hours and 25 minutes, an average of about 52 miles per hour including stops.

In 1900 the first class D, Atlantic type locomotive No. 1015 was built by Schenectady. This, and the other five of the same order proved so satisfactory in every respect, that by 1908 when the last of this type was built, there were 91 in all, and all from the same builder. Some idea of the service these engines have seen can be realized by the fact that all but 5 of this class are still in active service. Some are pulling light high speed trains and others are in suburban service. Minor changes have been made from time to time, but always the original design has remained through the years. The writer contends without fear of contradiction, that these are the equal of any locomotive of same type and weight as to appearance, power and speed.

Another locomotive that has proven its popularity on the North Western, is the ten-wheel type freight locomotive, class R-1. In the years from 1901 to 1908, 325 of these engines were ordered from Schenectady and Baldwin. A few have since been rebuilt with larger boilers.

A small Pacific type locomotive class L, was designed in 1908 to burn lignite on the western lines, and in the following two years, 20 additional were built. All have been scrapped in recent years. One class Q engine was converted to burn lignite, this being the Wyoming & North Western No. 6.

The Compounds. The North Western had very few compounds and they can be considered experimental in nature due to their short life. There were four built originally as compounds.

819 S-6	4-6-0	Schen. cross comp.	20 & 32 x 24"	cylinders, made simple	11-17-03
820 D-13	4-6-0	Bald. Vauclain comp.	14 & 24 x 24"	cylinders, made simple	12- 3-01
821 D-14	4-4-0	Bald. Vauclain comp.	12 & 20 x 24"	cylinders, made simple	9- 7-99
341 R	4-6-0	Schen. cross comp.	22½ & 35 x 26"	cylinders, made simple	11- -03

Two locomotives were originally simple:

646 S-4	4-6-0	Rebuilt with Bald. Vauclain cylinders	14 & 24 x 24",	4-12-97.
		Changed back to simple	9-20-01.	
836 S-4	4-6-0	Rebuilt with Richmond cross comp. cylinders	19 & 30 x 24,	7-1-96.
		Changed back to simple	3-24-02.	

Automatic Train Control. For several years the Chicago & North Western has had in service on its main line between Chicago and Omaha what is known as the G. R. S. Automatic Two Speed Train Control. About 400 freight and passenger locomotives have been equipped with this device.

We have made no attempt to mention the modern power, nor have we covered each and every type of locomotive in use past or present. In this, we feel that the following tabulations are sufficient to acquaint the reader in a comprehensive manner.

Every effort has been made to make this record of locomotives complete and accurate in every respect, and to this end both the early and modern records of the Chicago & North Western have been searched. To this has been added all available records of the builders and information from all other possible sources, and the records have been brought down to January 1, 1938 with some additions beyond that date. As in all work of this nature, in spite of all efforts to prevent errors and omissions, certain discrepancies may be discovered by the readers and it is hoped that if such should be the case, that they will be passed on to the author.

HISTORICAL RECORD OF LOCOMOTIVES

Explanation of the succeeding tabulations. Locomotive numbers shown without road designations are understood to be C. & N. W. Classes shown thus: (L-1) indicate that class designation was given at a later date. The first record of locomotive classes appears to be 1888, although the practice of lettering class designations on the cabs did not come until about 1892. Many early locomotives are shown with type omitted; such appeared in early records as "4 driver" and were for the most part 4-4-0 type.

The Chicago & North Western until about 1907 followed the policy of filling vacancies in numbers caused by scrapping or number changes,

by new locomotives as they arrived. In some cases the older locomotive was not immediately scrapped but was held on a condemned list, and to avoid confusion, a prefix "A", or "O" or "X" was placed in front of the original number. Records of some such cases are shown in the tabulation, but others probably were omitted from the records as quite a few new locomotives are recorded as replacements before the older engine was scrapped.

Many of the early entries on the succeeding list bear a note: "Rebuilt or scrapped about —." It will be noted that each of these locomotives are followed with a C. & N. W. built engine. Although records show these C. & N. W. built locomotives as new, they may have been rebuilt, partially at least, from the preceding original locomotive.

"Note A"—Original locomotives, numbers 38, 44, 184 and 243 to 248 inclusive were probably changed to numbers 753 to 762 inclusive about 1879; and were probably later changed to numbers 644 to 653 inclusive about 1886. Order of renumbering is unknown.

"Note B"—Original locomotives, numbers 269 to 279 inclusive were changed to Winona & St. Peter numbers 35 to 45 inclusive about 1882; exact order of renumbering is unknown. All except numbers 35 and 36, which were scrapped in 1893 and 1895, returned to the C. & N. W. in 1900 and were renumbered 1037 to 1045 inclusive.

BUILDERS' ABBREVIATIONS

Amosk	Amoskeag Mfg. Co.	Lath	Latham & Co., White River
BMCo	Boston Machine Co.		Jct., Vt.
Bald	Baldwin	Mason	Mason & Co.
Chgo	Chicago Loco. Works	Manch	Manchester Loco. Works
Cooke	Cooke Loco. Works	McK&A	McKay & Aldus
Cuyah	Cuyahoga Works, Cleveland	Menom	Menominee Loco Works,
Daven	Davenport Loco. Works		Milwaukee
D.&C.	Danforth & Cooke	McQu	McQueen (Schenectady)
Grant	Grant Loco. Works	Norris	Norris & Bros.
H.&M.	Harkness & Moore	Niles	Niles & Co., Cincinnati
Hink	Hinkley Loco. Works	Rd Is	Rhode Island
J. C.	Jersey City Loco. Works	Rogers	Rogers Loco. Works
Lowell	Lowell Machine Shop	S. & J.	Smith & Jackson
Law MS	Lawrence Machine Shop	Schen	Schenectady
		Taun	Taunton Loco. Works

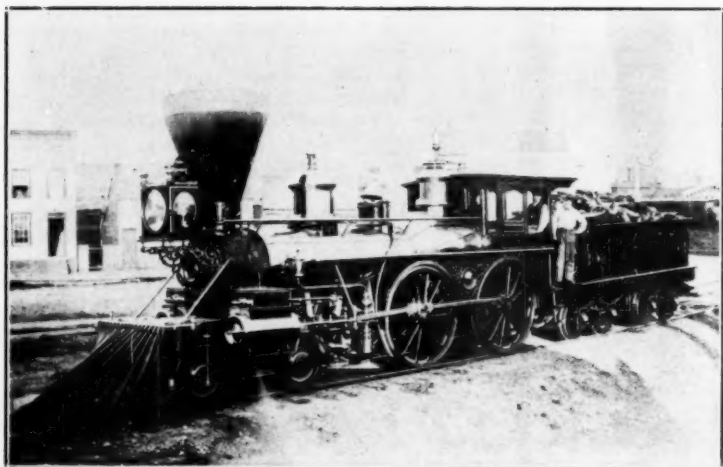
ROAD ABBREVIATIONS

CNW	Chicago & North Western	GBM&C	Green Bay, Milwaukee & Chi-
C&M	Chicago & Milwaukee		ago
CI&D	Chicago, Iowa & Dakota	MLSW	Milwaukee, Lake Shore &
CI&N	Chicago, Iowa & Nebraska		Western
CSPFL	Chicago, St. Paul & Fond du	PRCNW	Pierre, Rapid City & North
	Lac		Western
FEMV	Fremont, Elkhorn & Missouri	RRVU	Rock River Valley Union
	Valley	SC&P	Sioux City & Pacific
GCU	Galena & Chicago Union	W&NW	Wyoming & North Western
		WSP	Winona & St. Peter

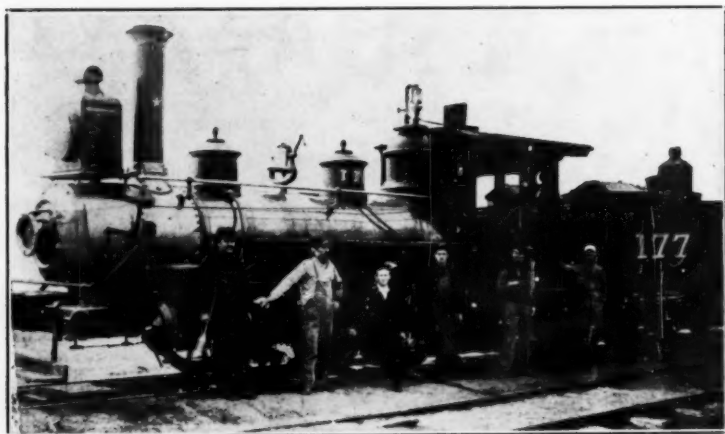
MISCELLANEOUS ABBREVIATIONS

ab. about	reb. rebuilt	chgd. changed
sc. scrapped	NG narrow gauge	





The "Watkins," Chicago, Illinois, 1866.



C. & N. W. #177, originally the "Wasp," class G-3.

CHICAGO & NORTH WESTERN LOCOMOTIVES

1 "Pioneer"	Bald	1836 # 37	GCU #1 "Pioneer" 4-2-0	Retired ab. 1874
			Originally Utica & Schenectady #7, sold to Mich. Cent. and named "Alert", sold to GCU 1848 and renamed "Pioneer". On permanent exhibition, Museum of Science and Industry, Chicago, Ill.	
1 H-1	4-4-0	CNW	1874	Sc. 10- 46
1 M-1	0-6-0	Rd Is	1906 39257	Sc. 3- 5-30
2 "Active"	Norris	1849	Reb. 10-78	
			GCU #2 "Chicago" 4-4-0	
2 K-1	0-4-0	CNW	1879	Reb. or sc. ab. 1879
2 M-1	0-6-0	Rd Is	1905 38065	Sold and chgd. Fitz-Hugh Luther Co. #1, 9-05
3 "Elgin"	Norris	1849	Sc. 3-14-30	
3 M-1	0-4-0	CNW	1874	GCU #3 "Elgin" 4-4-0
3 A	4-4-0	Schen	1895 4376	Reb. or sc. ab. 1874
4 "Rescue"	Norris	1851	Sold 12-1-93	
4 B-2	4-4-0	CNW	1877	GCU #4 "Illinois" 4-4-0
4 M-1	0-6-0	Rd Is	1906 39267	Reb. or sc. ab. 1877
5 "Union"	Norris	1849	Sold Baldwin Equip. & Sup. Co. 10-06	
			GCU #5 "J. B. Turner".	Reb. GCU 1854.
				Reb. or sc. ab. 1875
			Originally Chicago & Aurora "Whittlesey", received in 1853 in exchange for GCU "Winnebago" (Amoskeag 1851 #29).	
5 M-1	0-4-0	CNW	1875	Sc. 7- -97
5 R	4-6-0	Schen	1897 4601	Sc. 4-19-28
6 "Belvidere"	Norris	1851	GCU #6 "Belvidere".	Reb. to tank GCU 1864.
				Reb. or sc. ab. 1875
6 M-1	0-4-0	CNW	1875	Sold 8- 1-94
6 A	4-4-0	Schen	1895 4379	Sc. 4-29-35
7 "Aid"	Norris	1851	Reb. 9-26	GCU #7 "Rockford".
				Reb. to tank GCU 1864.
7 M-1	0-4-0	CNW	1874	Reb. or sc. ab. 1874
7 A	4-4-0	Schen	1895 4380	Sold 3- 1-94
8 "Marengo"	Schen	1852 13	GCU #8 "Marengo".	Reb. GCU 1857.
				Reb. or sc. ab. 1873
8 T-1	4-4-0	CNW	1873	Sc. 5-20-91
8 K-4	0-6-0	Schen	1891 3532	Sold Emhurst-Chgo. Stone Co. 3-24-26
9 "Relief"	Norris	1852	GCU #9 "Minnesota".	Reb. GCU 1864.
				Reb. or sc. ab. 1884
9 K-1	0-4-0	CNW	1884	Sc. 1-27-11
9 L	4-6-2	Schen	1910 47891	Sc. 4-29-35
10 "Iowa"	Norris	1852	GCU #10 "Iowa".	Reb. to 2-4-0 tank 1865.
				Reb. or sc. ab. 1874
10 M-1	0-4-0	CNW	1874	Sold 12- 1-93
10 A	4-4-0	Schen	1895 4381	Sc. 2-23-29
11 "Kishwaukie"	Norris	1852	GCU #11 "Kishwaukie".	Reb. GCU 1862.
				Reb. or sc. ab. 1876
11 K-1	0-4-0	CNW	1876	Sold Reinert Bros., Clintonville, Ill., 3- 8-06
11 M-1	0-6-0	Rd Is	1905 38066	Sc. 3-12-30
12 "Shawbeeny"	Schen	1852 20	GCU #12 "Shawbeeny".	Reb. GCU 1861.
				Reb. to Class L-1 4-4-0 1879.
12 R	4-6-0	Schen	1899 5249	Sc. 12- -99
13 "Waubonsey"	Norris	1852	Sc. 4- 9-30	
			GCU #13 "Waubonsee".	Reb. GCU 1858.
13 D-12	4-6-0	Bald	1888 9491	Changed to 41, 9-30-88.
14 "Ariel"	Low	1853 112	Reb. to class D-12a, 3-18-97.	Sc. 10-27-89
14 M-1	0-4-0	CNW	1874	Sold 2- 6-26
14 R	4-6-0	Schen	1897 4602	GCU #14 "Ariel".
15 "Cloud"	Low	1853 111	Sold Lost Creek Ry. Co., Oskaloosa, Ia., 6-14-96	Reb. or sc. ab. 1874
15 B-2	4-4-0	CNW	1875	Sc. 5-15-37
15 M-1	0-6-0	Rd Is	1906 39268	GCU #15 "Cloud".
				Rebuilt 1899.
				Sc. ab. 1875
				Sc. 1- 6-08

16 "Du Page"	Rog	1853	403	GCU #16 "Du Page", 4-4-0. Reb. GCU 1862. Reb. 1882 (U-1). Changed to X-16, 6-98; 242, 8-13-98; X-242, 12-99. Sc. 6- -00
16 R	4-6-0 Schen	1898	4829	
17 "Thunder"	Rog	1853	406	GCU #17 "Whirling Thunder". Reb. GCU 1862. Rebuilt 1884 (T-2). Sc. 12- 1-93
17 A	4-4-0 Schen	1895	4382	
18 "De Kalb"	Schen	1853		GCU #18 "De Kalb". Reb. or sc. ab. 1879 Sold 2- 3-08
18 B-1	4-4-0 CNW	1879		
18 R-1	4-6-0 Bald	1907	31547	
19 "Des Plaines"	Schen	1853		GCU #19 "Des Plaines". Reb. or sc. ab. 1882 Reb. to class A-5, 5-02. Sc. 11-16-26
19 A-1	4-4-0 CNW	1882		GCU #20 "Kehotaw". Rebuilt 1866. Reb. or sc. ab. 1872 Sc. 3-20-99
20 "Kepotah"	Schen	1853		
20 P-1	4-4-0 CNW	1872		
20 M	0-6-0 Schen	1899	5047	
21 "Enterprise"	Chgo	1853		GCU #21 "Enterprise". Rebuilt to tank 1865. Reb. or sc. ab. 1881 Chgd. to A-21, 12-6-09. Converted to Shop Tfr. #9, 11-11. Sc. 10- -21
21 K-1	0-4-0 CNW	1881		
21 M-1	0-6-0 Schen	1909	46696	
22 "Wabashaw"	Schen	1853		GCU #22 "Wabashaw". Rebuilt 1866. Reb. or sc. ab. 1873 Sc. 3-20-99
22 P-1	4-4-0 CNW	1873		
22 M	0-6-0 Schen	1899	5048	
23 "Camilla"	GCU	1854		GCU #23 "Black Hawk" 4-4-0 Reb. or sc. ab. 1872 Sc. 10- 1-89
23 P-4	4-4-0 CNW	1872		
23 D-12	4-6-0 Bald	1889	10352	
24 "Falcon"	Chgo	1854		GCU #24 "Falcon". Rebuilt 1867. Reb. or sc. ab. 1880 Sc. 12- 9-04
24 H-1	4-4-0 CNW	1880		
24 C-3	4-4-0 Schen	1886	2072	Original #628. Chgd. FEMV 97, 11-97. Chgd. 1297, 3-03; Chgd. 24, 1-05. Sc. 6- 9-26
25 "Beloit"	Schen	1854		GCU #25 "Beloit". Reb. or sc. ab. 1884 Sc. 3- -12
25 A-3	4-4-0 CNW	1884		
26 "W. S. Pope"	Chgo	1854		GCU #26 "Kansas". Reb. GCU 1860. Reb. or sc. ab. 1881 Sc. 12-14-28
26 A-1	4-4-0 CNW	1881		
27 "Geneva"	J.C.	1854		GCU #27 "Geneva". Reb. or sc. ab. 1881 Reb. to class A-5, 2-00. Sc. 2- 4-26
27 A-1	4-4-0 CNW	1881		
28 "Dixon"	Schen	1854		GCU #28 "Dixon". Reb. or sc. ab. 1882 Sc. 3- 7-02
28 K-2	0-4-0 CNW	1883		
28 K	0-6-0 Rd Is	1902	25377	
29 "W. A. Booth"	McQu	1854		GCU #29 "W. McQueen" Reb. or sc. ab. 1878 Chgd. A-29, 9-19-07. Sc. 1-22-08
29 B-1	4-4-0 CNW	1878		
29 R-1	4-6-0 Bald	1907	31548	
30 "Gen. Grant"	McQu	1854		GCU #30 "John Ebbert". Reb. or sc. ab. 1878 Sc. 8- 7-06
30 B-1	4-4-0 CNW	1878		
30 M-1	0-6-0 Rd Is	1906	39269	
31 "Mars"	McQu	1854		GCU #31 "Oregon". Rebuilt 1867. Reb. or sc. ab. 1877 Sc. 5- -98
31 C-1	4-4-0 CNW	1877		
31 M	0-6-0 Schen	1898	4744	
32 "Sterling"	McQu	1854		GCU #32 "Sterling". Reb. or sc. ab. 1877 Sc. 3- -98
32 C-1	4-4-0 CNW	1877		
32 M	0-6-0 Schen	1898	4745	
33 "W. H. Ferry"	Chgo	1854		GCU #33 "W. H. Brown". Reb. GCU 1860. Reb. or sc. ab. 1884
33 K-1	0-4-0 CNW	1884		Chgd. A-33, 3-21-10. Converted to Shop Tfr. #1, 11-11. Sc. 7- 2-27

33 L	4-6-2	Schen	1910	47892		Sc. 5-14-35
34 "Thos. Dyer"	Chgo		1854		GCU #34 "Thomas Dyer".	Reb. GCU 1861.
					Rebuilt 1880 (U-1).	Sc. 6-10-99
34 R	4-6-0	Schen	1899	5223	Rebuilt 8-24.	Sc. 5- 1-37
35 "Fulton"		Schen	1854		GCU #35 "Fulton".	Reb. GCU 1864.
						Reb. or sc. ab. 1877
35 B-2	4-4-0	CNW	1877			Sc. 5- -06
35 M-1	0-6-0	Rd Is	1906	39270		Sc. 3-23-29
36 "Nebraska"		Rog	1854	518	GCU #36 "Nebraska".	Reb. GCU 1863.
						Sc. 1884
36 A-3	4-4-0	CNW	1884			Sc. 4- -13
37 "Burgess"		Rog	1854	527	GCU #37 "W. S. Hudson".	Reb. GCU 1863.
						Reb. or sc. ab. 1872
37 U-3	4-4-0	CNW	1872			Sold 7- 8-03
37 K	0-6-0	Rd Is	1902	26522	Converted to Shop Tfr. #22, 6-27-28.	
38 "Mercury"		Rog	1854	540	GCU #38 "Hercules".	Reb. 1867. See Note "A".
38 B-1	4-4-0	CNW	1879			Sold 1-28-08
38 R-1	4-6-0	Bald	1907	31549		
39 "Benj. Nathan"		Rog	1854	538	GCU #39 "Samson" 4-4-0. Chgd. CNW "Apollo" 1864. Rebuilt and chgd. to "Benj. Nathan" 1868 (J-3).	Sc. 6- -98
39 M	0-6-0	Schen	1898	4746		
40 "Achilles"		Rog	1854	539	GCU #40 "Achilles".	Reb. 1867, 1880 (L-1).
						Sc. 12- -99
40 R	4-6-0	Schen	1899	5247		Sc. 7- 9-31
41 "Medea"		Schen	1855		GCU #41 "Winnebago".	Reb. 1878 (C-1).
						Sc. 9-30-88
41 "Waubonsey"		Norris	1852		GCU #13 "Waubonsee". Chgd. to CNW 13, 1864.	Sc. 10-27-89
41 D-12	4-6-0	Bald	1889	10353	Changed to #41, 9-30-88.	Sc. 3-17-20
42 "Como"		Chgo	1855		GCU #42 "Como". Rebuilt GCU 1859. Unknown	Sc. 1-15-89
42 Q-2	4-4-0	Rog	1865		Changed to WSP 6, 9-5-87; WSP 12, 10-1-88.	Sc. 2-19-20
42 C-4	4-4-0	Schen	1887	2428		Sc. 3-31-99
43 "Sauganash"		Schen	1855		GCU #43 "Sauganash".	Reb. 1877 (C-1).
						Sc. 7-17-31
43 M	0-6-0	Schen	1899	5049		Sc. 11-15-07
44 "Vesta"		Rog	1855	594	GCU #44 "No. 1". Rebuilt 1865. See Note "A"	
44 B-1	4-4-0	CNW	1879		Changed to A-44, 9-9-07.	Sc. 11-15-07
44 R-1	4-6-0	Bald	1907	31559		
45 "Clinton"		Schen	1855		GCU #45 "Clinton".	Reb. or sc. ab. 1879
45 B-1	4-4-0	CNW	1879		Rebuilt to class B-4, 10-03.	Sold 12-31-25
46 "Lyons"		Schen	1855		GCU #46 "Lyons" 4-4-0. Reb. 1864, 1877 (U-3 or U-4).	Sc. 4- -00
46 R	4-6-0	Schen	1900	5329		Sc. 7-15-31
47 "Wayne"		Schen	1855		GCU #47 "Wayne".	Reb. 1867, 1877 (C-1).
						Sc. 6- -98
47 R	4-6-0	Schen	1898	4830		Sc. 11-27-28
48 "Savannah"		Schen	1855		GCU #48 "Savannah".	Reb. 1879 (C-1). X48, 5-16-99.
						Sc. 1- -00
48 M	0-6-0	Schen	1899	5050		Sc. 7-20-31
49 "Franklin"		Rog	1855	610	GCU "No. 2", changed to GCU #49 "Franklin".	Rebuilt 1867 (Q-1).
						Sc. 10-26-89
49 D-12	4-6-0	Bald	1889	10354		Sc. 5- 7-19
50 "Pecatonica"		Schen	1855		GCU #50 "Pecatonica".	Reb. or sc. ab. 1882
50 H-1	4-4-0	CNW	1882			Sc. 4-14-06
50 R-1	4-6-0	Bald	1907	31560		
51 "Grey Hawk"		GCU	1855		GCU #51 "Grey Hawk" 4-4-0. Reb. 1875 (P-1).	Sc. 12- -96
51 R	4-6-0	Schen	1897	4603		Sc. 6-26-31
52 "Nevada"		Manch	1856	25	GCU #52 "Nevada".	Rebuilt 1867. Sc. 10- 2-88

52 D-12	4-6-0	Bald	1888	9493		Sc. 2-21-21
53 "Nachusa"		Schen	1856		GCU #54 "Nachusa".	Reb. or sc. ab. 1882
53 A-1	4-4-0	CNW	1882		Rebuilt to class A-5, 1-98.	Sc. 10-28-26
54 "Afton"		Schen	1856		GCU #55 "Afton".	Rebuilt 1865. Sc. 5- 4-87
54 C-3	4-4-0	Schen	1887	2303	Rebuilt to class C-5, 11-21.	Sc. 7-16-21
55 "Diana"		Schen	1857		GCU #56 "Madison".	Rebuilt 1867. Sc. 6-16-86
55 C-3	4-4-0	Schen	1886	2088	Changed to FEMV 93, 10-97: 1293, 5-03.	Rebuilt to class C-5, 4-23. Sc. 10-29-28
55 R	4-6-0	Schen	1897	4629		Sc. 7- 6-31
56 "Fox River"		Chgo	1856		GCU #57 "Fox River".	Rebuilt 1867. Reb. or sc. ab. 1883
56 B-1	4-4-0	CNW	1883		Changed to A-56, 11-28-10.	Sc. 4-20-11
56 E-1		Schen	1910	49020		
57 "Dr. Williams"		Amosk	1857		Rebuilt 1872.	Sc. 5- 4-87
57 C-3	4-4-0	Schen	1887	2304		Sc. 11-26-19
58 "Freeport"		Schen	1857		GCU #58 "Freeport".	Rebuilt 1870. Sc. 11- 9-86
58 K-3	0-6-0	Schen	1886	2205		Sold 11-30-25
59 "Lucifer"		Schen	1857		GCU #59 "Caledonia".	Rebuilt 1880 (C-1). Sold 5-16-00
59 R	4-6-0	Schen	1899	5250		Sc. 6-17-35
60 "Roscoe"		Schen	1858		GCU #60 "Roscoe".	Rebuilt GCU 1862. Rebuilt 1879 (C-1). Sc. 4- 4-99
60 M	0-6-0	Schen	1899	5051		Sc. 12- 3-28
61 "Richmond"		Niles	1858		Rebuilt GCU 1862.	Reb. or sc. ab. 1878
61 B-1	4-4-0	CNW	1878			Sc. 8-12-07
61 R-1	4-6-0	Bald	1907	31561		
62 "Elkhorn"		Niles	1858		Probably originally G&CU.	4-4-0 type. Reb. or sc. ab. 1878
62 B-1	4-4-0	CNW	1878		Changed to A-62, 9-30-07.	Sc. 2- 4-08
62 R-1	4-6-0	Bald	1907	31562		
63 "Galena"		Norris	1850		Probably originally G&CU.	Reb. or sc. ab. 1881
63 K-1	0-4-0	CNW	1881		Chgd. to A-63, 12-6-09. Converted to Shop Tfr. #6, 11-11.	Sc. 8- -15
63 M-1	0-6-0	Schen	1909	46697		
64 "Vampire"		Mason	1858		2 drivers. Rebuilt 1880 (H-3).	Sc. 11- -04
64 G	4-8-0	NG	1891	3421	Orig. FEMV 208.	
65 "Chamois"		Taun	1861	284	Changed to 1298, 6-03; 64, 1-05.	Sc. 4-23-27
65 C-3	4-4-0	Schen	1887	2305		Sc. 6- 5-87
66 "Gazelle"		Taun	1861	285	Rebuilt to class C-5, 2-23.	Sc. 2- 6-29
66 B-1	4-4-0	CNW	1883			Reb. or sc. ab. 1883
66 E-1	4-6-2	Schen	1910	49021		Sc. 10-14-10
67 "Bison"		Manch	1856	30		
67 B-1	4-4-0	C&NW	1880			Reb. or sc. ab. 1880
67 C-4	4-4-0	Schen	1887	2425	Changed to WSP 5, 8-9-87; 893, 3-3-00.	Sold 10-22-09
68 "Phoenix"		Hink	1856			Sc. 10-14-21
68 K-1	0-4-0	C&NW	1879		Rebuilt to tank 1865.	Reb. or sc. ab. 1879
68 M-1	0-6-0	Rd Is	1905	38067		Sold 9- 8-05
69 "Comet"		Camb	1852			
69 K-1	0-4-0	C&NW	1882			Reb. or sc. ab. 1882
69 M-1	0-6-0	Rd Is	1906	39258		Sold 7- -05
70 "Hawkeye"		Hink	1857		Rebuilt 1865.	Reb. or sc. ab. 1882
70 B-1	4-4-0	C&NW	1882		Changed to A-70, 11-10.	Sc. 2-20-11
70 E-1	4-6-2	Schen	1910	49022		
71 "Meteor"		Hink	1857		Rebuilt 1865.	Sc. ab. 1884
71 A-3	4-4-0	C&NW	1884		Changed to WSP 3, 10-1-88; 891, 6-28-01.	Sc. 11- 2-12
71 D-12	4-6-0	Bald	1888	9495		Sc. 1-18-23
72 "Panther"		Hink	1858			Reb. or sc. ab. 1876
72 K-1	0-4-0	C&NW	1876			Sc. 7-8-05

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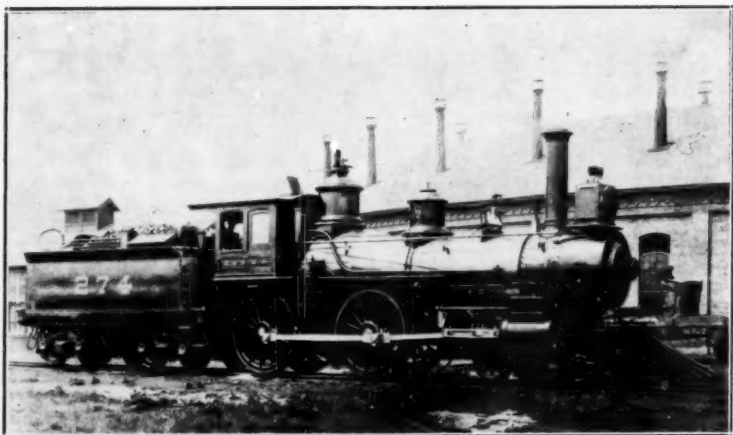
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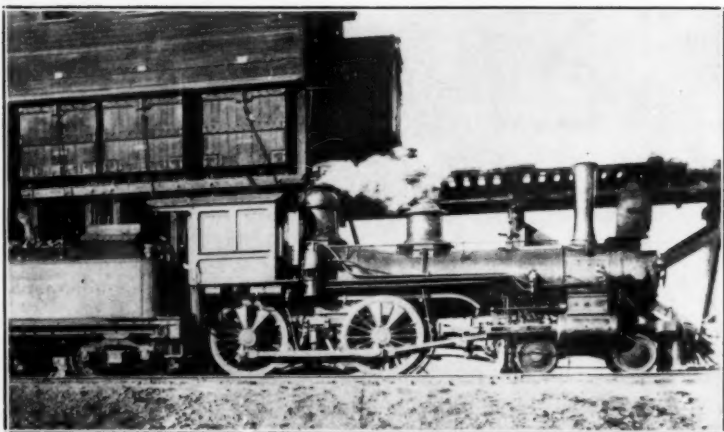
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C. & N. W. #274, class A-4, a fine example of Mr. Tilton's workmanship.



C. & N. W. #395, class B-1, another "Tilton" engine.

72 M-1	0-6-0	Rd Is	1905	38055-	Sc. 4- 9-35
73 "Antelope"		Taun	1859	270	Sc. ab. 1885
73 C-3	4-4-0	Schen	1885	2021	Sold 6- 9-26
74 "Winnebago"		Hink	1852	371	RRVU "Winnebago". Originally 6 foot gauge, rebuilt and changed to standard gauge 1856.
					Reb. or sc. ab. 1870
74 "Winnebago"	C&NW		1870		Class M-2, 0-4-0.
74 R	4-6-0	Schen	1897	4604	Sc. 1- -97
75 "S. J. Tilden"		Hink	1855	561	Sc. 6-22-35
					CSPFL "Woodstock". Reb. 1863, 1880 (H-3).
					Sc. 11- -05
75 M-1	0-6-0	Rd Is	1906	39259	Converted to Shop Tfr. #26, 8-30-37.
76 "Butler"		Hink	1855	560	CSPFL "Chas. Butler". 4-4-0 type. Reb. 1863.
					Sc. ab. 1881
					Sc. 4-13-05
76 H-1	4-4-0	C&NW	1881		
76 R-1	4-6-0	Schen	1905	30299	
77 "St. Paul"		Hink	1855	569	CSPFL "St. Paul" 4-4-0. Rebuilt 1880 (L-1).
					Changed to X-77, 6-21-98.
					Rebuilt 9-26.
77 R	4-6-0	Schen	1898	4831	
78 "Perry H. Smith"		Hink	1855	564	CSPFL "S. Gurnee" 4-4-0. Rebuilt 1869; 1875 (H-2).
					Sc. 3-20-99
78 R	4-6-0	Schen	1899	5224	Sc. 4-17-35
79 "Wm. B. Ogden"		Hink	1855	572	CSPFL "Wm. B. Ogden" 4-4-0. Reb. 1875 (L-2).
					Sc. 4- -98
					Sc. 4-30-31
79 M	0-6-0	Schen	1898	4747	CSPFL "Madison" 4-4-0. Rebuilt 1877 (L-1).
80 "Madison"		Hink	1855	577	Sc. 3- -93
					Sc. 4-17-28
80 M	0-6-0	Schen	1898	4692	CSPFL "Janesville" 4-4-0. Rebuilt 1877 (L-1).
81 "Janesville"		Hink	1855	585	Changed to X-81, 6-23-98.
					Sc. 5- -99
81 R	4-6-0	Schen	1898	4832	Sc. 12-26-28
82 "N. K. Wheeler"		Hink	1856	592	CSPFL "N. K. Wheeler" 4-4-0. Reb. 1875 (L-2).
					Sc. 3-28-00
82 R	4-6-0	Schen	1900	5330	Rebuilt 10-26.
83 "Fond du Lac"		Hink	1856	597	CSPFL "Fond du Lac" 4-4-0. Rebuilt 1878 (L-1).
					Changed to X-83, 6-30-98.
					Sc. 9- -98
83 R	4-6-0	Schen	1898	4833	Sc. 11-30-28
84 "St. Anthony"		Hink	1856	598	CSPFL "St. Anthony". Rebuilt 1876 (L-1).
					Sc. 7- -98
84 R	4-6-0	Schen	1898	4834	Sc. 11-30-28
85 "Marquette"		Hink	1856	603	CSPFL "Marquette" 4-4-0. Rebuilt 1880 (L-1).
					Changed to X-85, 6-29-98.
					Sc. 12- -98
85 R	4-6-0	Schen	1898	4835	Sc. 5- 6-35
86 "Ontonagon"		Hink	1856	602	CSPFL "Ontonagon" 4-4-0. Rebuilt 1878 (L-1).
					Changed to X-86, 6-29-98.
					Rebuilt 6-26.
86 R	4-6-0	Schen	1898	4836	CSPFL "St. Peter" 4-4-0. Rebuilt 1875 (L-1).
87 "St. Peter"		Hink	1856	608	Changed to X-87, 7-1-98.
					Sc. 9- -98
87 R	4-6-0	Schen	1898	4837	Sc. 4-24-37
88 "St. Croix"		Hink	1856	611	CSPFL "St. Croix" 4-4-0. Rebuilt 1880 (L-1).
					Changed to X-88, 7-1-98.
					Sc. 9- -98
88 R	4-6-0	Schen	1898	4838	Sc. 4- 7-28
89 "Watertown"		Hink	1856	613	CSPFL "Horicon" 4-4-0. Rebuilt 1879 (L-1).
					Changed to X-89, 9-98.
					Sc. 10- -98
89 R	4-6-0	Schen	1898	4839	Sc. 6-10-37
90 "Chester"		Hink	1857	614	CSPFL "Kishwaukee" 4-4-0. Rebuilt 1879 (L-1).
					Sc. 2-19-98
90 R	4-6-0	Schen	1897	4610	Orig. 907. Changed to 90, 2-24-98.
91 "Vulcan"		Hink	1857		Sc. 3-24-27
91 M-1	0-4-0	C&NW	1875		Reb. or sc. ab. 1875
91 A	4-4-0	Schen	1895	4383	Sold 8- 1-94
					Sc. 2-12-29

92	"Henry Smith"	Hink	1857		Rebuilt 1876 (L-2).	Sc. 6-98
92	M	0-6-0 Schen	1898	4748		
93	"Jefferson"	Hink	1858		Rebuilt 1877 (L-1).	Sc. 6-98
93	M	0-6-0 Schen	1898	4749		
94	"Oshkosh"	Rog	1858			Reb. or sc. ab. 1882
94	B-1	4-4-0 C&NW	1882			Sold 12-31-10
94	E-1	4-6-2 Schen	1910	49023		
95	"Black Hawk"	Rog	1858			Disposition unknown
95	Q-1	4-4-0 C&NW	1867		Changed to 645, 9-10-87.	Sc. 5-3-90
95	C-4	4-4-0 Schen	1887	2430		Sc. 5-19-22
96	"Bayard"	S.& J.	1859		Rebuilt 1884 (L-3).	Sc. 3--98
96	M	0-6-0 Schen	1898	4750		Sc. 7-21-31
97	"O. D. Ashley"	Law.MS	1859			Reb. or sc. ab. 1882
97	H-1	4-4-0 C&NW	1882			Sc. 4-22-09
97	M-1	0-6-0 Schen	1909	45751		
98	"Rockford"	Law.MS	1859			Sc. 6-5-87
98	C-3	4-4-0 Schen	1887	2306	Rebuilt to class C-5, 3-30-17.	Sc. 9-30-27
99	"Illinois"	Rog	1860		4-4-0 type. Rebuilt 1878 (Q-1).	Sc. 9-22-92
99	C-6	4-4-0 Schen	1893	4074	Rebuilt 10-31-02.	Sc. 11-13-28
100	"Chicago"	Rog	1860			Disposition unknown
100	A-3	4-4-0 C&NW	1884			Sc. 7-18-14
100	D-9	0-4-0 NG Daven	1915	1543	3' gauge, tie treating plant, Riverton, Wyo.	
101	"Fox"	Bald	1840		6 drivers.	Reb. or sc. ab. 1875
101	M-1	0-4-0 C&NW	1875			Sold 3-1-94
101	A	4-4-0 Schen	1895	4384	Rebuilt 11-26.	Sc. 7-11-31
102	"Wolf"	Bald	1840		6 drivers.	Reb. or sc. ab. 1876
102	K-1	0-4-0 C&NW	1876			Sold 6--05
102	M-1	0-6-0 Rd Is	1905	38056	Changed to piston valves 9-4-14.	Sc. 5-10-37
103	"Gladiator"	Lath ✓	1856		Rebuilt 1864.	Sc. 9-9-87
103	C-4	4-4-0 Schen	1887	2429		Sc. 10-29-21
104	"Harvard"	Hink	1857		Rebuilt 1876 (L-1). Chgd. to X-104, 8-98.	Sc. 10--98
104	R	4-6-0 Schen	1898	4840		Sc. 2-11-29
105	"Clinton"	Hink	1857		Rebuilt 1877 (L-1). Chgd. to X-105, 9-6-98.	Sc. 10--98
105	R	4-6-0 Schen	1898	4841		Sc. 12-21-28
106	"Wisconsin"	Rog	1860	968	Probably changed to WSP 31, 1882.	Sc. 2-4-26
106	A-1	4-4-0 C&NW	1882		Rebuilt to class A-5, 1899.	Sc. 10--95
107	"Minnesota"	Rog	1860	993	Rebuilt 1882 (Q-1).	Sc. 7-21-31
107	M	0-6-0 Schen	1896	4414		Sc. 6-30-86
108	"Superior"	Rog	1861	999		Sc. 2-13-29
108	C-3	4-4-0 Schen	1886	2089	Rebuilt to class C-5, 11-30-17.	
109	"St. Lawrence"	Rog	1861	1000	Probably changed to WSP 32, 1882.	Sold 5-10-25
109	A-1	4-4-0 C&NW	1882		Rebuilt to class A-5, 1-01.	Sc. 11-4-86
110	"Minnie"	C&NW	1863		2-4-0 type, inspection engine.	Sc. 11-16-14
110	C-3	4-4-0 Schen	1886	2201		Reb. or sc. ab. 1882
111	"Monitor"	Hink	1863			Sold 12-31-10
111	K-1	0-4-0 C&NW	1882			Sc. 5-9-35
111	L	4-6-2 Schen	1910	47893		Sc. 10-26-89
112	"Neenah"	Hink	1863		4-4-0 type.	Sc. 3-7-23
112	D-12	4-6-0 Bald	1889	10357		Sc. 5-24-90
113	"Menasha"	Hink	1863		4-4-0 type. Rebuilt 1879 (N-3).	Sc. 10-24-22
113	S-3	4-6-0 Schen	1891	3503	Changed to WSP 54, 8-20-98; 1054, 2-12-00.	Sc. 12-31-28
113	Q	4-6-0 Schen	1898	4844	Changed to FEMV 25, 5-01; 1185, 4-03.	Sc. 13-01.
113	A-3	4-4-0 C&NW	1885		Orig. WSP 29. Changed to 1029, 8-25-00; 113, 8-13-01. Sold and chgd. to Macoupin County RR. #1, 1904.	Sc. 8-25-09
113	D	4-4-2 Schen	1904	29705		
114	"Dictator"	Hink	1863		4-4-0 type.	Reb. or sc. ab. 1881

-98	114 K-1	0-4-0 C&NW	1881	Chgd. to A-114, 12-6-09. Converted to Shop Tfr. #3, 11-11.	Sc. 12- -23
-98	114 M-1	0-6-0 Schen	1909 46698	6 drivers.	Reb. or sc. ab. 1876
1882	115 "Badger"	Bald	1863		Sold 7-20-05
-1-10	115 K-1	0-4-0 C&NW	1876		Sc. 5-25-35
own	115 M-1	0-6-0 Rd Is	1905 38068	4-4-0 type (J-4).	Sc. 5-16-90
-90	116 "Champion"	C&NW	1863		Sc. 6-15-16
-22	116 S-2	4-6-0 Schen	1890 3294		Reb. or sc. ab. 1883
-98	117 "Juneau"	S.& J.	1865		Sc. ab. 1910
-31	117 B-1	4-4-0 C&NW	1883		
882	117 E-1	4-6-2 Schen	1910 49024		
-09	118 "Spitfire"	Norris	1864		Reb. or sc. ab. 1875
87	118 K-1	0-4-0 C&NW	1875		Sold 3- -06
27	118 M-1	0-6-0 Rd Is	1905 38069		Sc. 7-19-35
92	119 "Silver Lake"	Norris	1864		Sc. 6-26-86
28	119 C-3	4-4-0 Schen	1886 2090	Rebuilt to class C-5, 5-19-16.	Sc. 2- 8-29
4	120 "Woodstock"	S.& J.	1864		Reb. or sc. ab. 1882
5	120 B-1	4-4-0 C&NW	1882		Sc. 3- 6-11
4	120 E-1	4-6-2 Schen	1910 49025		
1	121 "Genoa"	Norris	1864		Reb. or sc. ab. 1882
6	121 K-1	0-4-0 C&NW	1882	Changed to A-121, 9-10.	Sc. 1-21-11
7	121 L	4-6-2 Schen	1910 47894		Sc. 6-15-35
5	122 "Oregon"	S.& J.	1864		Reb. or sc. ab. 1884
4	122 H-1	4-4-0 C&NW	1884		Sc. 4- -06
1	122 R-1	4-6-0 Bald	1907 31585		
6	123 "Caledonia"	S.& J.	1864		Reb. or sc. ab. 1883
5	123 B-1	4-4-0 C&NW	1883		Sc. 10-28-10
7	123 E-1	4-6-2 Schen	1910 49026	Rebuilt 11-27.	
7	124 "Oldham"	Norris	1840		Reb. or sc. ab. 1874
	124 M-1	0-4-0 C&NW	1874	Changed to X-124, 6-3-98. Sold Duluth & Winnipeg Ry. 7-7-98	Sc. 12-15-28
	124 M	0-6-0 Schen	1898 4751	4-6-0 type. Rebuilt 2-88 (D-1).	Sc. 1- -09
	125 "Pluto"	Bald	1864 1258		
	125 D	4-4-2 Schen	1908 45697	4-6-0 type. Rebuilt 3-87 (D-1).	Chgd. A-126,
	126 "Hecla"	Bald	1864 1276	1908.	Sc. 10- 6-10
	126 D	4-4-2 Schen	1908 45698	4-6-0 type. Rebuilt 1-88 (D-1).	Chgd. A-127,
	127 "Vesuvius"	Bald	1864 1290	1908.	Sc. 12-22-10
	127 D	4-4-2 Schen	1908 45699	4-6-0 type. Rebuilt 8-87 (D-1).	Chgd. A-128,
	128 "Etna"	Bald	1864 1294	1908.	Sc. 2-11-11
	128 D	4-4-2 Schen	1908 45700	Rebuilt 3-28.	
	129 "Ceres"	J. C.	1864	4-4-0 type.	Reb. or sc. ab. 1882
	129 B-1	4-4-0 C&NW	1882		Sc. 10-14-10
	129 E-1	4-6-2 Schen	1910 49027	Rebuilt 1-28.	Sc. 8-24-37
	130 "Pomona"	J. C.	1864	4-4-0 type (U-2).	Sc. 7- 8-93
	130 A-1	4-4-0 C&NW	1881	Orig. 400. Chgd. to 130, 11-16-93.	Rebuilt to class A-5, 2-99.
	131 "Norman"	J. C.	1864	Rebuilt 1881 (U-2).	Sc. 2- 1-27
	131 R	4-6-0 Schen	1900 5331	4-4-0 type.	Sc. 5-16-00
	132 "Saxon"	J. C.	1864	Probably changed to WSP 33, 1882	Sc. 6-22-35
	132 A-1	4-4-0 C&NW	1882	Rebuilt to class A-5, 12-98.	Sold 2- 6-26
	133 "Kearsarge"	C&NW	1864		Reb. or sc. ab. 1882
	133 A-1	4-4-0 C&NW	1882	Rebuilt to class A-5, 8-03.	Sc. 12-21-26
	134 "Hercules"	H.&M.	1864	Rebuilt 1868.	Reb. or sc. ab. 1879
	134 K-1	0-4-0 C&NW	1879		Sold 6- -05
	134 M-1	0-6-0 Rd Is	1905 38070	4-4-0 type (N-1).	Sc. 3-11-29
	135 "McGregor"	Hink	1864		Sc. 11- 2-89
	135 D-12	4-6-0 Bald	1889 10356	4-4-0 type (N-1).	Sc. 11- 5-19
	136 "Winona"	Hink	1864	Changed to X-136, 11-28-91.	Sc. 1-22-93

136 S-4	4-6-0	Schen	1891	3562			Sc. 10-22-26
137 "Escanaba"		Hink	1864		4-4-0 type (N-1).		Sc. 10-13-90
137 S-2	4-6-0	Schen	1890	3295	Rebuilt 10-22.		Sc. 7-22-31
138 "Michigan"		Hink	1864		4-4-0 type (N-1).		Sc. 5-24-90
138 S-3	4-6-0	Schen	1891	3504	Changed to WSP 56, 9-98; 1056, 3-12-00.		Sc. 11-28-22
138 Q	4-6-0	Schen	1898	4845	Changed to FEMV 21, 5-01; 1181, 4-03.		Sc. 6- 1-27
138 B-4	4-4-0	C&NW	1878		Orig. WSP 30. Rebuilt to class A-3, 12-25-89.		Sc. 6-29-13
139 "Iron Cliff"		Hink	1864		Changed to 1030, 12-00; 138, 8-10-01.		Sc. 10- -98
139 R	4-6-0	Schen	1898	4842	4-4-0 type (N-1).		Sc. 11-16-93
140 "Portage"		Hink	1864		Rebuilt 1920.		Sold 5-10-25
140 K-5	0-6-0	Schen	1893	4071	4-4-0 type (N-1).		Sc. 10- -98
141 "Delta"		Hink	1864		4-4-0 type (N-1).		Sc. 6- 6-35
141 R	4-6-0	Schen	1898	4843	4-4-0 type (N-1).		Sc. 6-10-90
142 "Koshkonong"		Hink	1864		Rebuilt 5-21.		Sc. 11- -89
142 S-2	4-6-0	Schen	1890	3296	4-4-0 type (N-1).		Sc. 10-15-36
143 "Kaukauna"		Hink	1865		Rebuilt 10-21.		Sc. 11-15-16
143 S-2	4-6-0	Schen	1890	3017	4-4-0 type (N-1). Sold and changed to S. Ste.		Sc. 10-11-88
144 "Mississippi"		Hink	1865		M. & S-W. #6, 3-21-90		Sc. 10-18-19
144 S-2	4-6-0	Schen	1890	3297	4-4-0 type (N-1).		Sc. 8- -405
145 "Maquoketa"		Hink	1865		4-4-0 type (N-1).		Sc. 4-29-35
145 D-12	4-6-0	Bald	1888	9496	4-4-0 type (N-1).	Reb. or	Sc. 2- -90
146 "Sassacus"		Hink	1865		4-4-0 type (N-1).		Sc. 6-30-25
146 K-1	0-4-0	C&NW	1879		4-4-0 type (N-1).	Reb. or	Sc. 10- 3-88
146 M-1	0-6-0	Rd Is	1905	38071	4-4-0 type (N-1).		Sc. 6-18-19
147 "Resolute"		Hink	1865		4-4-0 type (N-1).		Sc. 11- 2-89
147 K-1	0-4-0	C&NW	1885		4-4-0 type (N-1).		Sc. 2- 3-23
147 L	4-6-2	Schen	1910	47895	4-4-0 type (N-1).		Sc. 10- 5-95
148 "Peshtigo"		Hink	1865		4-4-0 type (N-1).		Sc. 3-10-30
148 S-2	4-6-0	Schen	1890	3298	4-4-0 type (N-1).		Sc. 6- -403
149 "Itasca"		Hink	1865		4-4-0 type (N-1).		Sc. 9- 5-87
149 D-12	4-6-0	Bald	1888	9497	4-4-0 type (N-1).		Sc. 1-18-23
150 "Negaunee"		Hink	1865		4-4-0 type (N-1).		Sc. 10-14-99
150 D-12	4-6-0	Bald	1889	10366	4-4-0 type (N-1).		Sc. 7-24-31
151 "Jas. R. Young"		Manch	1864	47	Rebuilt 1877 (H-3). 4-4-0 type.		Sc. 11- 9-86
151 M	0-6-0	Schen	1896	4415	4-4-0 type. Rebuilt 1878 (H-3).		Sc. 2-16-29
152 "H. H. Boody"		Manch	1864	52	Rebuilt 1868.		Sc. 4-26-28
152 D	4-4-2	Schen	1904	29706	Rebuilt 1881 (J-1).		Sc. 1-16-08
153 "Appleton"		Norris	1860		4-4-0 type (W-1).		Sc. 8-19-91
153 C-4	4-4-0	Schen	1887	2427	4-4-0 type (W-1).		Sc. 10-31-22
154 "Bartholomew"		C&NW	1863		4-4-0 type (W-1).		Sc. 10-31-22
154 R	4-6-0	Schen	1899	5225	4-4-0 type (W-1).		Sc. 10-31-22
155 "Titan"		D. & C.	1863		4-4-0 type (W-1).		Sc. 10-31-22
155 C-3	4-4-0	Schen	1886	2202	4-4-0 type (W-1).		Sc. 10-31-22
155 R	4-6-0	Schen	1897	4630	4-4-0 type (W-1).		Sc. 10-31-22
156 "Fury"		Rog	1863		4-4-0 type (W-1).		Sc. 10-31-22
156 A-2	4-4-0	C&NW	1883		4-4-0 type (W-1).		Sc. 10-31-22
157 "Ajax"		C&NW	1865		4-4-0 type (W-1).		Sc. 10-31-22
157 B-1	4-4-0	C&NW	1879		4-4-0 type (W-1).		Sc. 10-31-22
157 M-1	0-6-0	Rd Is	1906	39271	4-4-0 type (W-1).		Sc. 10-31-22
158 "Erebus"		Bald	1865	1295	4-4-0 type (W-1).		Sc. 10-31-22
158 D	4-4-2	Schen	1908	45701	4-4-0 type (W-1).		Sc. 10-31-22
159 "Missouri"		C&NW	1865		4-4-0 type (W-1).		Sc. 10-31-22
159 B-1	4-4-0	C&NW	1879		4-4-0 type (W-1).		Sc. 10-31-22
159 R-1	4-6-0	Bald	1907	31585	4-4-0 type (W-1).		Sc. 10-31-22
160 "Colorado"		C&NW	1866		4-4-0 type (W-1).		Sc. 10-31-22
160 S-3	4-6-0	Schen	1891	3516	4-4-0 type (W-1).		Sc. 10-31-22

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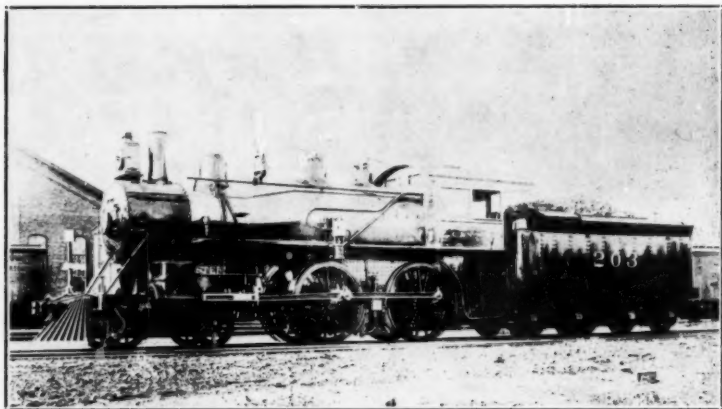
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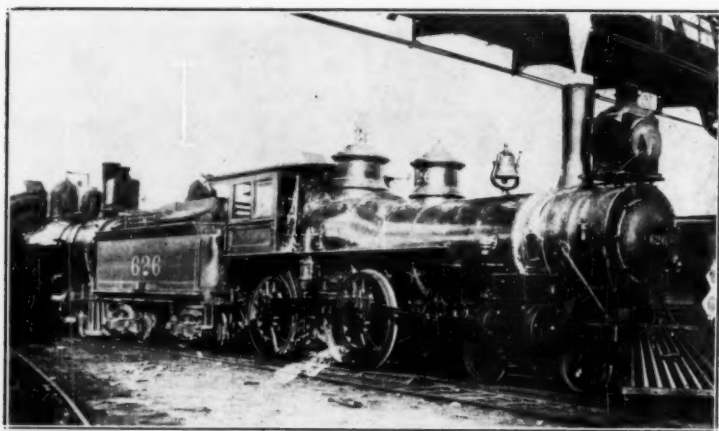
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C. & N. W. #203, class B, largest American type built for the road.



C. & N. W. #626, class C-3, one of the many Schenectady's—original design.

160 Q	4-6-0	Schen	1898	4846	Changed to FEMV 20, 5-01; 1180, 4-03.
160 R-1	4-6-0	Schen	1901	6206	
161 "Montana"		C&NW	1866		4-4-0 type. Reb. or sc. ab. 1879
161 B-1	4-4-0	C&NW	1879		Changed to A-161, 8-07. Sc. 1- 3-08
161 R-1	4-6-0	Schen	1907	31587	Rebuilt 6-26.
162 "Dacotah"		Hink	1866		4-4-0 type. Reb. or sc. ab. 1879
162 B-1	4-4-0	C&NW	1879		Sc. 2- -06
162 M-1	0-6-0	Rd Is	1906	39272	Sc. 3-30-29
163 "Idaho"		Hink	1866		4-4-0 type (N-1). Sc. 12-16-89
163 S-2	4-6-0	Schen	1890	3299	Rebuilt 1-21. Sc. 10-24-36
164 "Omaha"		Hink	1866		4-4-0 type. Sc. 4-16-90
164 S-2	4-6-0	Schen	1890	3018	Rebuilt 12-21. Sc. 7-11-31
165 "H.W. Blodgett"		Mason	1856	37	C&M. "Chicago". Reb. 1871 (P-3). Sc. 6- 1-96
165 R	4-6-0	Schen	1897	4605	Sc. 6- 3-35
166 "C.K. Watkins"		Rog	1856	711	GBM&C "C. K. Watkins". Rebuilt 1878 (H-3). Sc. 1- -06
166 M-1	0-6-0	Rd Is	1906	39260	
167 "Waukegan"		Mason	1856	38	C&M "Waukegan". Rebuilt 1873 (P-3). Sc. 6- 6-98
167 M	0-6-0	Schen	1898	4752	Sc. 3- 1-30
168 "Racine"		Rog	1855	587	GBM&C "Racine". Rebuilt 1873 (H-3). Sc. 4 -01
168 R-1	4-6-0	Schen	1901	5844	
169 "Glencoe"		Cuyah	1854		C&M "Glencoe". Rebuilt C&M 1860. Reb. or sc. ab. 1872
169 P-2	4-4-0	C&NW	1872		Sc. 6-29-99
169 R	4-6-0	Schen	1899	5059	Sc. 4-18-35
170 "Winetka"		Cuyah	1854		C&M "Winetka". Rebuilt C&M 1864. Reb. or sc. ab. 1873
170 P-2	4-4-0	C&NW	1873		Sc. 5-24-90
170 S-3	4-6-0	Schen	1891	3517	Sc. 11-11-22
171 "Rockland"		Cuyah	1854		C&M "Rockland". Rebuilt C&M 1861. Reb. or sc. ab. 1873
171 P-2	4-4-0	C&NW	1873		Sc. 6- -98
171 M	0-6-0	Schen	1898	4753	Sc. 3-19-30
172 "Evanston"		Cuyah	1854		C&M "Evanston". Rebuilt C&M 1865. Reb. or sc. ab. 1873
172 P-2	4-4-0	C&NW	1873		Sc. 5-14-09
172 R-1	4-6-0	Schen	1908	45726	
173 "Kenosha"		Rog	1854	590	GBM&C "Kenosha". Reb. or sc. ab. 1882
173 B-1	4-4-0	C&NW	1882		Sc. 3-26-10
173 E-1	4-6-2	Schen	1910	49028	
174 "Lake Shore"		Menom	1853		C&M "Lake Shore". Reb. or sc. ab. 1878
174 B-1	4-4-0	C&NW	1878		Sold 3- -07
174 M-1	0-6-0	Rd Is	1906	39273	Sc. 7-15-31
175 "Milwaukee"		Rog	1854		C&M "Milwaukee". Reb. or sc. ab. 1879
175 B-1	4-4-0	C&NW	1879		Sc. 5-24-09
175 R-1	4-6-0	Schen	1908	45727	
176 "Triumph"		C&M	1865		C&M "Triumph", tank loco. Reb. or sc. ab. 1873
176 M-1	0-4-0	C&NW	1873		Sold to Mattoon Mfg. Co., Sheboygan, 11-15-97
176 M	0-6-0	Schen	1898	4693	Sold to Material Service Corp., Chicago, 4- 4-30
177 "Wasp"		Rd Is	1867		0-4-0, class G-3. Sold and changed to Wis. & Mich. Ry. #6, 6-1-94
177 A	4-4-0	Schen	1895	4385	Sc. 10-10-28
178 "Transfer"		Bald	1872	2747	0-6-0, class D-9. Possibly also named "Atlantic". Sc. 4 -01
178 R-1	4-6-0	Schen	1901	5845	
179 "Choctaw"		Bald	1872	2764	0-4-0, class D-8. Possibly also named "Pacific". Sc. 2- -98
179 M	0-6-0	Schen	1898	4694	Sc. 3-28-30

180 "Yankton"	Bald	1872	2772	0-4-0, class D-8.	Possibly also named "Baltic".	
180 M	0-6-0	Schen	1896	4416		Sc. 10-14-95
181 "Oneida"	Bald	1872	2807	0-4-0, class D-8.	Possibly also named "Arctic".	Sc. 12-14-28
						Sc. 2- -99
181 R	4-6-0	Schen	1898	4776		
182 "California"	Hink	1866			Reb. or sc. ab. 1879	
182 B-1	4-4-0	C&NW	1879		Sc. 1-21-08	
182 R-1	4-6-0	Bald	1907	31588	Changed to A-182, 9-26-07.	
183 "Pembina"	Hink	1866				
183 A	4-4-0	Schen	1895	4386	4-4-0, class N-1.	Sc. 5- 1-94
184 "Keweenaw"	C&NW	1866				Sc. 4-20-35
184 B-1	4-4-0	C&NW	1879			See Note "A"
184 R-1	4-6-0	Bald	1907	31618		Sc. 8-21-07
185 "Chippewa"	C&NW	1866				Sc. 7-19-37
185 B-1	4-4-0	C&NW	1879			See Note "A"
185 R-1	4-6-0	Bald	1907	31619		Sc. 1-29-08
186 "Tecumseh"	Hink	1866			0-4-0 type.	Sc. 10- 4-88
186 D-12	4-6-0	Bald	1888	9498		Sc. 7- 5-17
187 "Huron"	BMCo.	1866			4-4-0, class R-1.	Sc. 4-23-90
187 S-2	4-6-0	Schen	1890	3019		Sc. 11-30-25
188 "Erie"	BMCo.	1866				Reb. or sc. ab. 1882
188 A-1	4-4-0	C&NW	1882		Rebuilt to class A-5, 8-98.	Sold 9-20-24
189 "Ontario"	BMCo.	1866			4-4-0, class R-1.	Sc. 10- 1-95
189 M	0-6-0	Schen	1896	4417		Sc. 7-20-31
190 "St. Clair"	BMCo.	1866			4-4-0, class R-1.	Sc. 2-14-93
190 C-6	4-4-0	Schen	1893	4075	Rebuilt 8-01.	Sc. 2-23-27
191 "Pocahontas"	Bald	1866	1522		0-4-0, class D-8.	Sc. 4-15-93
191 C-6	4-4-0	Schen	1893	4076	Rebuilt 12-99.	Sc. 2-23-27
192 "Metamora"	Bald	1866	1530		0-4-0, class D-8.	Sold to S.C.C.S.Y.Co., 11-30-90
192 S-4	4-6-0	Schen	1891	3570		Sold 10-31-25
193 "Osceola"	Bald	1866	1551		0-4-0, class D-8.	Sc. 11-13-90
193 S-4	4-6-0	Schen	1891	3571	Rebuilt 12-20.	Sc. 7-30-37
194 "Pawnee"	Bald	1866	1553		0-4-0, class D-8.	Sc. 10- 5-88
194 D-12	4-6-0	Bald	1888	9499		Sc. 1-22-23
195 "Seminole"	Bald	1867	1557		0-4-0, class D-8.	Sc. 3-18-95
195 A	4-4-0	Schen	1895	4387	Rebuilt 7-25.	Sc. 10-28-35
196 "Milton"	Bald	1867	1560		4-4-0, class D-5.	Sc. 5- 1-99
196 B	4-4-0	Schen	1899	5019		Sc. 4-30-31
197 "Marshall"	Bald	1867	1561		4-4-0, class D-5.	Sc. 3- -00
197 R	4-6-0	Schen	1899	5235		Sc. 4-10-28
198 "Boone"	Bald	1867	1562		4-4-0, class D-5.	Sc. 4- 4-99
198 B	4-4-0	Schen	1899	5020		Sc. 9-30-29
199 "Carroll"	Bald	1867	1563		4-4-0, class D-5.	Sc. 5-28-98
199 A	4-4-0	Schen	1898	4786		Sc. 5- 3-27
200 "Denison"	Bald	1867	1564		4-4-0, class D-5.	Sc. 5- -99
200 B	4-4-0	Schen	1899	5021		Sc. 4-30-31
201 "Woodbine"	Bald	1867	1565		4-4-0, class D-5.	Sc. 3- -00
201 R	4-6-0	Schen	1899	5236		Sc. 2-11-29
202 "St. John"	Bald	1867	1566		4-4-0, class D-5.	Sc. 12- -98
202 A	4-4-0	Schen	1899	4967		Sc. 7-20-31
203 "Platte"	Bald	1867	1567		4-4-0, class D-5.	Sc. 3-11-99
203 B	4-4-0	Schen	1899	5022		Sc. 7-14-31
204 "Kearney"	Bald	1867	1568		4-4-0, class D-5.	Sc. 11- -99
204 R	4-6-0	Schen	1899	5237	Rebuilt 6-24.	Sc. 7-26-37
205 "Denver"	Bald	1867	1570		4-4-0, class D-5.	Sc. 7-13-90
205 S-2	4-6-0	Schen	1890	3300	Rebuilt 12-20.	
206 "Crawford"	Bald	1867	1575		4-4-0, class D-5.	
206 R	4-6-0	Schen	1899	5238		Sc. 1- -00
207 "Dane"	Bald	1867	1576		4-4-0, class D-5.	Sc. 3-21-29
207 A	4-4-0	Schen	1899	4968		Sc. 6- -99
						Sc. 5- 8-35

208 "Monona"	Bald	1867	1579	4-4-0, class D-5.	Changed to X-208, 5-11-99.	Sc. 6-15-99
208 B	4-4-0 Schen	1899	5023			Sc. 7- 7-31
209 "Mendota"	Bald	1867	1580	4-4-0, class D-5.	Changed to X-209, 11-99.	Sc. 3- -00
209 R	4-6-0 Schen	1899	5226			Sc. 6- 7-35
210 "Wingra"	Bald	1867	1586	4-4-0, class D-5.		Sc. 1- -00
210 R	4-6-0 Schen	1899	5239			Sc. 2-27-29
211 "Algonquin"	Bald	1867	1587	4-4-0, class D-5.		Sc. 4- -99
211 B	4-4-0 Schen	1899	5024			Sc. 3- 8-30
212 "Utah"	Bald	1867	1589	4-4-0, class D-5.		Sc. 6-10-99
212 M	0-6-0 Schen	1899	5052			Sc. 3-14-30
213 "Arizona"	Bald	1867	1590	4-4-0, class D-5.		Sc. 10- -98
213 A	4-4-0 Schen	1899	4969			Sc. 7-15-31
214 "Wyoming"	Bald	1867	1591	4-4-0, class D-5.		Sc. 4- -99
214 M	0-6-0 Schen	1899	5053			Sc. 7-30-31
215 "Washington"	Bald	1867	1593	4-4-0, class D-5.		Sc. 2- -99
215 C	4-4-0 Schen	1899	5066			Sc. 3-31-28
216 "Santa Fe"	Bald	1867	1594	4-4-0, class D-5.		Sc. 5- -99
216 C	4-4-0 Schen	1899	5067			Sc. 3- 4-29
217 "Columbia"	Bald	1867	1595	4-4-0, class D-5.		Sc. 2- -99
217 A	4-4-0 Schen	1899	4970			Sc. 7-10-31
218 "Sacramento"	Bald	1867	1596	4-4-0, class D-5.	Changed to X-218, 4-18-99.	Sc. 8-26-99
218 C	4-4-0 Schen	1899	5068			Sc. 2-12-29
219 "Laramie"	Bald	1867	1597	4-4-0, class D-5.		Sc. 6-15-99
219 C	4-4-0 Schen	1899	5069			Sc. 7-19-31
220 "Benton"	Bald	1867	1598	4-4-0, class D-5.		Sc. 5- -99
220 C	4-4-0 Schen	1899	5070	Rebuilt 11-26.		Sc. 7-23-31
221 "Lander"	Bald	1867	1602	4-4-0, class D-5.		Sc. 3- -98
221 M	0-6-0 Schen	1898	4695			Sc. 7-22-31
222 "Carson"	Bald	1867	1603	4-4-0, class D-5.	Changed to X-222, 6-8-99.	Sc. 8-26-99
222 M	0-6-0 Schen	1899	5054			Sc. 11- -99
223 "Virginia"	Bald	1867	1604	4-4-0, class D-5.		Sc. 6-29-31
223 R	4-6-0 Schen	1899	5240			Sc. 1- -00
224 "San Francisco"	Bald	1867	1604	4-4-0, class D-5.		Sc. 7-17-31
224 R	4-6-0 Schen	1899	5241			Sc. 6- 1-96
225 "Kennebec"	Bald	1867	1606	4-4-0, class D-5.	Sold to Boone Valley Coal Ry.,	Sc. 12-10-28
225 R	4-6-0 Schen	1897	4606			Sc. 2- -99
226 "Merrimac"	Bald	1867	1607	4-4-0, class D-5.		Sc. 7-30-31
226 M	0-6-0 Schen	1899	5055			Sc. 7-10-99
227 "Narraganset"	Bald	1867	1608	4-4-0, class D-5.		Sc. 2-28-29
227 R	4-6-0 Schen	1899	5227			Sc. 11-99
228 "Champlain"	Bald	1867	1610	4-4-0, class D-5.	Changed to X-228, 11-99.	Sc. 3- -00
228 R	4-6-0 Schen	1899	5242			Sc. 5-10-37
229 "Hudson"	Bald	1867	1613	4-4-0, class D-5.		Sc. 6- -99
229 A	4-4-0 Schen	1899	4971			Sc. 3-13-30
230 "Mohawk"	Bald	1867	1615	4-4-0, class D-5.	Sold to Marinette, Tomahawk & Western Ry.,	Sc. 5-16-35
230 M	0-6-0 Schen	1898	4696			Sc. 10-20-99
231 "Niagara"	Bald	1867	1617	4-4-0, class D-5.		Sc. 2-13-29
231 R	4-6-0 Schen	1899	5243			Sc. 1-10-00
232 "Delaware"	Bald	1867	1618	4-4-0, class D-5.	Changed to X-232, 11-99.	Sc. 3-15-29
232 R	4-6-0 Schen	1899	5228			Sc. 8-26-99
233 "Chesapeake"	Bald	1867	1620	4-4-0, class D-5.		Sc. 10-14-35
233 R	4-6-0 Schen	1899	5229			Sc. 12- -98
234 "Potomac"	Bald	1867	1621	4-4-0, class D-5.		

234 M	0-6-0	Schen	1899	5056		Sc. 8-12-31
235 "Juniata"		Bald	1867	1622	4-4-0, class D-5.	Sc. 3- -98
235 R	4-6-0	Schen	1898	4777		Sc. 12-17-28
236 "Lowell Holbrook"		McK&A	1867		4-4-0, class O-4. Reb. to class E-5, 12-30-92.	Sold 9- -05
236 R-1	4-6-0	Schen	1905	30310		
237 "J. M. Burke"		McK&A	1867		4-4-0, class O-4. Rebuilt to class N-2, 1891.	
					Changed to A-237, 8-05.	Sc. 3- -07
237 R-1	4-6-0	Schen	1905	30311		
238 "Elephant"		McK&A	1867		0-4-0, class O-5. Sold and changed to Wis. & Mich. Ry., #1, 3-10-94	
238 M	0-6-0	Schen	1896	4418	Sold and chgd. to Hall Printing Co., Chicago, #3, 11-10-28	
239 "Leopard"		McK&A	1867		0-4-0, class O-2.	Sc. 2- -99
239 R	4-6-0	Schen	1898	4778	Rebuilt 8-26.	Sc. 4-27-35
240 "Dragon"		McK&A	1867		0-4-0, class O-5. Sold to Boone Transportation Co., 2- -91	
					Rebuilt 8-26.	Sc. 8-26-37
240 S-4	4-6-0	Schen	1891	3567		Reb. or sc. ab. 1878
241 "Tiger"		McK&A	1867			Sold 7-18-05
241 K-1	0-4-0	C&NW	1878			
241 M-1	0-6-0	Rd Is	1906	38072		
242 "Moose"		McK&A	1867		0-4-0, class O-5.	Sc. 8- -98
242 U-1	4-4-0	Rog	1853	403	GCU #16 "Du Page", 4-4-0. Rebuilt GCU 1862.	
					Rebuilt 1882 (U-1). Changed to X-16, 6-98; 242, 8-13-98; X-242, 12-99.	Sc. 6- -00
					Rebuilt 1-25.	Sc. 6-25-35
242 R	4-6-0	Schen	1899	5248		See Note "A"
243 "Atlas"		McK&A	1867			Sold 2- -06
243 K-1	0-4-0	C&NW	1879			
243 M-1	0-6-0	Rd Is	1906	39261		
244 "Prometheus"		McK&A	1867			See Note "A"
244 K-1	0-4-0	C&NW	1879			Sold 11- -05
244 M-1	0-6-0	Rd Is	1906	39262		Sc. 7-30-31
245 "Cyclops"		McK&A	1867			See Note "A"
245 B-1	4-4-0	C&NW	1879			Sc. 7- -06
245 R-1	4-6-0	Bald	1907	31620		
246 "Sphinx"		McK&A	1867			See Note "A"
246 K-1	0-4-0	C&NW	1879			Sc. 7- -05
246 M-1	0-6-0	Rd Is	1906	38057		Sc. 6-27-31
247 "Jupiter"		McK&A	1867			See Note "A"
247 B-1	4-4-0	C&NW	1879			Sc. 5-22-05
247 M-1	0-6-0	Rd Is	1906	38058		
248 "Hector"		McK&A	1867			See Note "A"
248 B-1	4-4-0	C&NW	1879		Rebuilt to class B-4, 9-98. Class chgd. to A-5 later.	Sc. 10-20-28
					4-4-0, class J-1.	Sc. 2- -98
249 "J.B. Turner"		C&NW	1867			Sc. 8-13-31
249 M	0-6-0	Schen	1898	4697		Sc. 5-22-93
250 "Hornet"		Rd Is	1867		0-4-0, class G-3.	Sc. 2-12-27
250 C-6	4-4-0	Schen	1893	4077	Rebuilt 12-00.	Sc. 5-11-93
251 "Buffalo"		McK&A	1867		0-4-0, class O-5.	Sc. 5- 1-28
251 C-6	4-4-0	Schen	1893	4078	Rebuilt 4-00.	Sc. 5-31-93
252 "Zebra"		McK&A	1867		0-4-0, class O-5.	Sc. 4- 1-27
252 C-6	4-4-0	Schen	1893	4079	Rebuilt 2-03.	Sc. 10- 1-92
253 "Bear"		McK&A	1867		0-4-0, class O-5.	Sc. 4-14-28
253 C-6	4-4-0	Schen	1893	4080	Rebuilt 8-00.	Sc. 4- -00
254 "Henry Keep"		C&NW	1869		4-4-0, class J-1. Rebuilt 1880.	Sc. 2-16-29
254 R	4-6-0	Schen	1900	5332		Sc. 2- -00
255 "Rufus Hatch"		C&NW	1869		4-4-0. Rebuilt 1880 (J-1).	Sc. 5-27-37
255 R	4-6-0	Schen	1900	5333		Sc. ab. 1887
256 "Boyer"		McK&A	1869			Sc. 10-10-17
256 C-4	4-4-0	Schen	1887	2426		

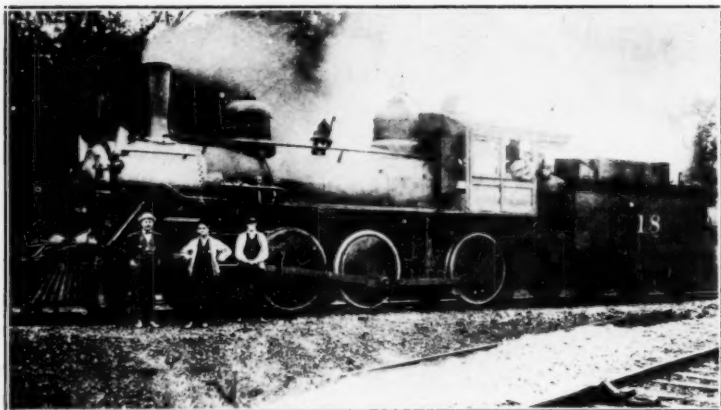
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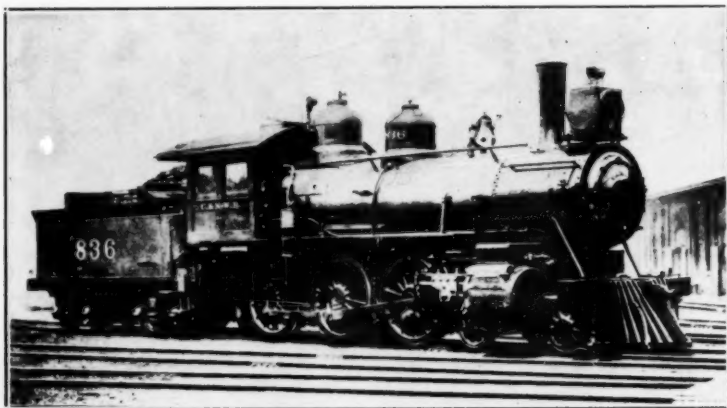
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C. & N. W. #718, class S-1, Schenectady, 1888.



C. & N. W. #836, class S-4, originally simple, rebuilt with Richmond cross compound cylinders as shown above.

257 "D
257 A
258 "A

259 "C
260 "F
260 R
261 "L
261 R
262 "
262 R
263 "
263 R
264 "

264 R
265 "
265 F
266 "
266 F
267 "
267 F
268 "
268 F
269 "
269 F
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257 "Des Moines"	McK&A	1869	4-4-0, class O-1.	Sc. 12- -98
257 A	Schen	1899 4972		Sc. 11-21-28
258 "Alex. Mitchell"	Bald	1869 2026	Rebuilt 1880. Rebuilt to class B-3, 7-91. Given to Iowa State College.	12- -14
259 "Gen. Baxter"	Bald	1869 2028	Rebuilt to class B-3, 8-91.	Sc. 4-15-19
260 "Brunswick"	Bald	1870 2208	4-4-0, class D-5.	Sc. 2- -99
260 R	4-6-0 Schen	1899 5060	Rebuilt 10-24	Sc. 5-27-35
261 "Pembroke"	Bald	1870 2211		Sc. 5- -99
261 R	4-6-0 Schen	1899 5057		Sc. 2-28-29
262 "Mankato"	Bald	1870 2214	4-4-0, class D-5.	Sc. 3- -98
262 R	4-6-0 Schen	1899 4779		Sc. 2- 8-29
263 "Reedsburg"	Bald	1870 2226	4-4-0, class D-5.	Sc. 6- -99
263 R	4-6-0 Schen	1899 5230		Sc. 7-18-31
264 "Baraboo"	Bald	1870 2227	4-4-0, class D-5. Sold and changed to Mattoon Ry. #3.	5-25-99
264 R	4-6-0 Schen	1899 5231		Sc. 10-27-28
265 "Tomah"	Bald	1870 2228	4-4-0, class D-5.	Sc. 1- -00
265 R	4-6-0 Schen	1899 5244	Rebuilt 12-24.	
266 "Lodi"	Bald	1870 2229	4-4-0, class D-6.	Sc. 8- -98
266 R	4-6-0 Schen	1899 4780		Sc. 11-19-28
267 "Hooksett"	Bald	1870 2239	4-4-0, class D-6.	Sc. 10-14-99
267 R	4-6-0 Schen	1899 5232		Sc. 5- 6-26
268 "Big Sioux"	C&NW	1870	0-4-0, class M-2.	Sc. 7-31-99
268 R	4-6-0 Schen	1899 5058		Sc. 4-15-35
269 "Sparta"	Bald	1872 2740	4-4-0, class D-4.	See Note "B"
269 A-1	4-4-0 C&NW	1882	Rebuilt to class A-5, 6-99.	Sc. 4-30-28
270 "Council Bluffs"	Bald	1872 2777	4-4-0, class D-4.	See Note "B"
270 A-1	4-4-0 C&NW	1882	Rebuilt to class A-5, 6-99	Sc. 10-27-26
271 D-4	4-4-0 Bald	1873 3057		See Note "B"
271 A-1	4-4-0 C&NW	1882	Rebuilt to class A-5, 6-01.	Sc. 2- 7-29
272 D-4	4-4-0 Bald	1873 3061		See Note "B"
272 D-4	4-4-0 Bald	1879		Sc. 2-16-00
272 R	4-6-0 Schen	1900 5334		Sc. 3- 2-29
273 D-4	4-4-0 Bald	1873 3109		See Note "B"
273 K-1	0-4-0 C&NW	1884		Sc. 1- 3-11
273 L	4-6-2 Schen	1910 47896		Sc. 6-20-35
274 D-4	4-4-0 Bald	1873 3107		See Note "B"
274 A-4	4-4-0 C&NW	1884		Sc. 12-13-12
275 D-4	4-4-0 Bald	1873 3161		See Note "B"
275 E-3	4-4-0 Grant	1873	Rebuilt 1882.	Sc. 3- -98
275 R	4-6-0 Schen	1898 4781		Sc. 7-25-31
276 D-4	4-4-0 Bald	1873 3168		See Note "B"
276 D-4	4-4-0 Bald	1879		Sc. 1- -00
276 R	4-6-0 Schen	1900 5335	Rebuilt 12-24.	Sc. 10- 7-37
277 D-4	4-4-0 Bald	1873 3171		See Note "B"
277 K-1	0-4-0 C&NW	1882	Chgd. to A-277, 1909; Chgd. Shop Tfr. #7, 11-11.	Sc. 3-11-12
277 M-1	0-6-0 Schen	1909 46699		See Note "B"
278 D-4	4-4-0 Bald	1873 3179		
278 D-10	4-4-0 NG Bald	1879 4768	Built for the Des Moines & Minneapolis R. R. as "Des Moines" #5, but was delivered to the C&NW as this road had been acquired by lease in 1879 and changed to standard gauge. This locomotive saw initial service on the Galena & Wisconsin about 1880. (G&W consol. with C&NW 1883).	Sc. 5-31-16
278 D-11	2-6-0 NG Cooke	1915 55533		Sc. 2- 9-27
279 D-4	4-4-0 Bald	1873 3185		See Note "B"
279 D-11	2-6-0 NG Bald	1879 4636	Chicago & Tomah #1, "S. J. Foster".	Sc. 11- -10
279 D-11	2-6-0 NG Schen	1912 50829		Sc. 2- 9-27
280 D-2	2-6-0 Bald	1873 3194		Sold 3- 7-02
280 K	0-6-0 Rd ls	1902 25378	Converted to Shop Tfr. #20.	6-14-28

281 D-2	2-6-0 Bald	1873	3197	Sc. 11- -01	313
281 K	0-6-0 Rd ls	1902	25379	Sc. 5-17-28	314
282 D-2	2-6-0 Bald	1873	3209	Sc. 6-15-99	315
282 R	4-6-0 Schen	1899	5233	Sc. 7-21-31	316
283 D-2	2-6-0 Bald	1873	3212	Sc. 2-15-02	317
283 K	0-6-0 Rd ls	1902	25380	Sc. 4-23-28	318
284 D-2	2-6-0 Bald	1873	3215	Sc. 3-10-98	319
284 R	4-6-0 Schen	1898	4782	Sc. 7-24-31	320
285 D-2	2-6-0 Bald	1873	3217	Sc. 3- -02	321
285 K	0-6-0 Rd ls	1902	25381	Sc. 4-14-28	322
286 G-1	4-4-0 Rd ls	1873	481	Changed to WSP 46, ab. 1882; 1046, ab. 1900.	323
286 K-1	0-4-0 C&NW	1882		Sc. 6- -00	324
286 M-1	0-6-0 Schen	1909	46700	Sc. 9-23-10	325
287 G-2	4-4-0 Rd ls	1873	482	Sc. 6-22-31	326
287 R-1	4-6-0 Schen	1901	5846	Sc. 1- -01	327
288 G-2	4-4-0 Rd ls	1873	483	Sc. 7- -02	328
288 K	0-6-0 Rd ls	1902	25382	Sc. 2-28-27	329
289 G-1	4-4-0 Rd ls	1873	484	Rebuilt to class G-2 (date unknown).	330
289 R-1	4-6-0 Schen	1901	5847	Sc. 4- -01	331
290 G-1	4-4-0 Rd ls	1873	485	Sc. 4- -01	332
290 R-1	4-6-0 Schen	1901	5848		333
291 G-1	4-4-0 Rd ls	1873	486	Sc. 12- -00	334
291 R-1	4-6-0 Schen	1901	5840		335
292 G-2	4-4-0 Rd ls	1873	487	Sc. 4-11-99	336
292 R	4-6-0 Bald	1899	17251	Sc. 7-22-31	337
293 G-1	4-4-0 Rd ls	1873	488	Changed to WSP 47 ab. 1882; 1047, 7-00.	338
293 K-1	0-4-0 C&NW	1882		Sold 10- 9-00	339
293 L	4-6-2 Schen	1910	47897	Sc. ab. 1910	340
294 G-1	4-4-0 Rd ls	1873	489	Sc. 5- 9-25	341
294 R	4-6-0 Bald	1899	17252	Sc. 8-12-99	342
295 G-1	4-4-0 Rd ls	1873	490	Sc. 4-27-28	343
295 R-1	4-6-0 Schen	1901	5850	Sc. 8- -00	344
296 V-1	0-4-0 D. & C.	1867		"Rushville" probably originally built for another road.	345
296 S-2	4-6-0 Schen	1890	3020	Sc. 4-23-90	346
297 V-1	0-4-0 D. & C.	1867		Sc. 6-17-27	347
297 S-4	4-6-0 Schen	1891	3568	"Cleveland" probably originally built for another road. Sold Rust Owen Lbr. Co., Drummond, Wis.	348
298 E-2	4-4-0 Grant	1873		Rebuilt 1-21.	349
298 R	4-6-0 Bald	1899	16583	Sc. 2- 1-29	350
299 E-2	4-4-0 Grant	1873		Sc. 12- -98	351
299 R	4-6-0 Schen	1900	5336	Rebuilt 5-24.	352
				Sc. 4-18-35	353
				Sc. 2- -00	354
				Sc. 5- 1-35	355
First Series #300 to 342 incl.:-					
300 E-2	4-4-0 Grant	1873		Sc. 3- -00	356
301 E-2	4-4-0 Grant	1873		Sc. 4-13-00	357
302 E-2	4-4-0 Grant	1873		Sc. 9- -98	358
303 E-2	4-4-0 Grant	1873		Sc. 10- -95	359
304 E-2	4-4-0 Grant	1873		Sc. 4- -98	360
305 E-2	4-4-0 Grant	1873		Sc. 3-11-99	361
306 E-2	4-4-0 Grant	1873		Sc. 2- -99	362
307 E-2	4-4-0 Grant	1873		Sc. 2-28-99	363
308 E-2	4-4-0 Grant	1873		Sc. 3-31-99	364
309 E-2	4-4-0 Grant	1873		Sc. 12-16-92	365
310 E-2	4-4-0 Grant	1873		Sc. 3-31-99	366
311 E-2	4-4-0 Grant	1873		Sc. 5- -95	367
312 E-2	4-4-0 Grant	1873		Sc. 3- -00	368

313 E-2	44-0 Grant	1873
314 E-2	44-0 Grant	1873
315 E-2	44-0 Grant	1873
316 E-2	44-0 Grant	1873
317 E-2	44-0 Grant	1873
318 E-2	44-0 Grant	1873
319 E-2	44-0 Grant	1873
320 E-2	44-0 Grant	1873
321 E-2	44-0 Grant	1873
322 E-2	44-0 Grant	1873
323 E-2	44-0 Grant	1874
324 E-2	44-0 Grant	1874
325 E-2	44-0 Grant	1874
326 E-2	44-0 Grant	1874
327 E-2	44-0 Grant	1874
328 E-2	44-0 Grant	1874
329 E-2	44-0 Grant	1874
330 E-2	44-0 Grant	1874
331 E-2	44-0 Grant	1874
332 E-2	44-0 Grant	1874
333 E-2	44-0 Grant	1874
334 E-2	44-0 Grant	1874
335 E-2	44-0 Grant	1874
336 E-2	44-0 Grant	1874
337 E-2	44-0 Grant	1874
338 E-2	44-0 Grant	1874
339 E-2	44-0 Grant	1874
340 E-2	44-0 Grant	1874
341 E-2	44-0 Grant	1874
342 E-2	44-0 Grant	1874

Changed to 644, 7-5-86.

Sc. 10-28-99
 Sc. 11-28-91
 Sc. 1-31-00
 Sc. 11- -99
 Sc. 12- -99
 Sc. 3-31-99
 Sold 7- -00
 Sc. 6- -00
 Sc. 3- -00
 Sc. 12- -99
 Sc. 6- -98
 Sc. 7- -98
 Sc. 6- -98
 Sc. 7-17-00
 Sc. 4- 4-99
 Sc. 12- -99
 Sc. 3- 9-94
 Sc. 7- -00
 Sc. 3-17-99
 Sc. 3-28-00
 Sc. 6- -98
 Sc. 2-28-00
 Sc. 10-14-99
 Sc. 1- -00
 Sc. 5- -00
 Sc. 2-28-99
 Sc. 6- -00
 Sold 4-28-00
 Sold 3-28-00
 Sc. 11- -97

Second Series #300 to 342 incl.:-

300 R	4-6-0 Schen	1900 5337
301 R	4-6-0 Schen	1900 5338
302 R	4-6-0 Bald	1899 16584
303 M	0-6-0 Schen	1896 4419
304 R	4-6-0 Schen	1898 4783
305 R	4-6-0 Schen	1899 5061
306 R	4-6-0 Bald	1899 16585
307 R	4-6-0 Schen	1899 5062
308 R	4-6-0 Bald	1900 17253
309 C-6	4-4-0 Schen	1893 4081
310 R	4-6-0 Bald	1900 17254
311 M	0-6-0 Schen	1896 4420
312 R	4-6-0 Schen	1900 5339
313 R	4-6-0 Schen	1899 5251
314 S-4	4-6-0 Schen	1891 3563
315 R	4-6-0 Schen	1900 5340
316 R	4-6-0 Schen	1900 5341
317 R	4-6-0 Schen	1900 5342
318 R	4-6-0 Schen	1899 5063
319 R	4-6-0 Schen	1900 5343
320 R	4-6-0 Schen	1900 5344
321 R	4-6-0 Schen	1899 5252
322 R	4-6-0 Schen	1899 5253
323 R	4-6-0 Bald	1899 16586
324 R	4-6-0 Schen	1898 4784
325 R	4-6-0 Bald	1899 16587
326 R	4-6-0 Schen	1900 5345
327 R	4-6-0 Bald	1900 17255
328 R	4-6-0 Schen	1900 5346

Rebuilt 5-24.

Rebuilt 7-20-99.

Rebuilt 10-21.

Sc. 7-15-31
 Sc. 9-29-37
 Sc. 10-28-37
 Sc. 7-20-31
 Sc. 4-22-35
 Sc. 5- 9-35
 Sc. 10- 5-37
 Sc. 2- 3-27
 Sc. 2-25-29
 Sc. 4-14-28
 Sc. 3- 2-29
 Sc. 3- 1-30
 Sc. 2-23-29
 Sc. 5-10-35
 Sc. 7-13-31
 Sc. 5-22-37
 Sc. 7-16-31
 Sc. 2- 9-29
 Sc. 5-10-35

 Sc. 7-22-31
 Sc. 5-10-35
 Sc. 3-15-29

 Sc. 4-25-35
 Sc. 6-18-35

 Sc. 7- 8-31
 Sc. 2-28-29

329 M	0-6-0 Schen	1896	4421		Sc. 5-10-35
330 R	4-6-0 Schen	1900	5347		Sc. 6- 4-31
331 R	4-6-0 Schen	1899	5064		Sc. 4- 9-28
332 C-3	4-4-0 Schen	1886	2091		Sold 12-31-25
333 R	4-6-0 Schen	1898	4787	Rebuilt 11-24.	
334 R	4-6-0 Schen	1899	5254		Sc. 7-30-31
335 R	4-6-0 Schen	1900	5348	Rebuilt 8-26.	Sc. 5- 2-35
336 R	4-6-0 Schen	1900	5349		Sc. 4-25-30
337 R	4-6-0 Schen	1900	5350		Sc. 7-24-31
338 R	4-6-0 Schen	1899	5065		Sc. 6-10-35
339 R	4-6-0 Schen	1900	5351	Rebuilt 10-26.	
340 R	4-6-0 Schen	1900	5352		Sc. 7- 6-31
341 R	4-6-0 Schen	1900	5353	Originally cross compound, changed to simple.	Sc. 7-21-31
342 R	4-6-0 Schen	1898	4785	11-03.	
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First Series #343 to 399 incl.:-					
343 B-1	4-4-0 C&NW	1878			Sc. 1-31-08
344 B-1	4-4-0 C&NW	1878			Sc. 1-20-08
345 B-1	4-4-0 C&NW	1878			Sc. 1-24-08
346 B-1	4-4-0 C&NW	1878			Sc. 7- -05
347 B-1	4-4-0 C&NW	1878			Sc. 11- -07
348 B-1	4-4-0 C&NW	1878			Sc. 12- -07
349 B-1	4-4-0 C&NW	1878			Sc. 6- -06
350 B-1	4-4-0 C&NW	1878			Sc. 10-19-08
351 B-1	4-4-0 C&NW	1879			Sc. 12-15-08
352 B-1	4-4-0 C&NW	1879		Sold to Peoria & Pekin Union Ry.,	12-14-08 (be-
				came their #12).	
				Changed to A-353, 12-08.	Sc. 4-22-10
353 B-1	4-4-0 C&NW	1879			Sc. 4-30-08
354 B-1	4-4-0 C&NW	1879			Sc. 7-31-05
355 B-1	4-4-0 C&NW	1879		Changed to A-356, 1-09.	Sc. 12-14-10
356 B-1	4-4-0 C&NW	1879			Sc. 3- -07
357 B-1	4-4-0 C&NW	1879			Sc. 5- -05
358 B-1	4-4-0 C&NW	1879			Sc. 2- 3-08
359 B-1	4-4-0 C&NW	1880			Sc. 1-23-08
360 B-1	4-4-0 C&NW	1880			Sc. 1- 9-09
361 B-1	4-4-0 C&NW	1880		Sold to Pierre & Ft. Pierre Bridge Co.	10-3-07
362 B-1	4-4-0 C&NW	1880		(became their #1). Returned to C&NW and	
					Sc. 3- 1-12
363 B-1	4-4-0 C&NW	1880			Sc. 5-28-06
364 B-1	4-4-0 C&NW	1880			Sc. 3-26-09
365 B-1	4-4-0 C&NW	1880			Sc. 11- 6-08
366 B-1	4-4-0 C&NW	1880			Sc. 1- -08
367 B-1	4-4-0 C&NW	1880			Sc. 6- -09
368 B-1	4-4-0 C&NW	1880			Sc. 4-18-08
369 K-1	0-4-0 C&NW	1880		Changed to A-369, 12-09; Shop Tfr. #10.	11-11.
					Sc. 8-22-17
370 K-1	0-4-0 C&NW	1880		Changed to A-370, 12-09.	Sc. 12-29-10
371 K-1	0-4-0 C&NW	1880		Changed to A-371, 12-09; Shop Tfr. #8.	11-11.
					Sc. 6- -24
372 K-1	0-4-0 C&NW	1880		Sold to S. R. & N. 12-1-10 (their #1).	
373 K-1	0-4-0 C&NW	1880			Sc. 10-25-10
374 B-1	4-4-0 C&NW	1880		Changed to WSP 6, 10-6-88; 894, 9-1-00.	
					Sc. 6- 8-10
375 B-1	4-4-0 C&NW	1880			Sc. 4-21-09
376 B-1	4-4-0 C&NW	1880			Sc. ab. 1908
377 B-1	4-4-0 C&NW	1880			Sc. ab. 1908
378 B-1	4-4-0 C&NW	1880			Sc. 1-18-09
379 B-1	4-4-0 C&NW	1880			Sc. 2-20-11
380 B-1	4-4-0 C&NW	1880			Sc. 1-21-09

381	B-1	4-4-0 C&NW	1880
382	B-1	4-4-0 C&NW	1880
383	B-1	4-4-0 C&NW	1880
384	B-1	4-4-0 C&NW	1880
385	B-1	4-4-0 C&NW	1880
386	B-1	4-4-0 C&NW	1880
387	B-1	4-4-0 C&NW	1880
388	B-1	4-4-0 C&NW	1880
389	F-2	4-4-0 Taun	1876
390	B-1	4-4-0 C&NW	1881
391	B-1	4-4-0 C&NW	1881
392	B-1	4-4-0 C&NW	1881
393	B-1	4-4-0 C&NW	1881
394	B-1	4-4-0 C&NW	1881
395	B-1	4-4-0 C&NW	1881
396	B-1	4-4-0 C&NW	1881
397	B-1	4-4-0 C&NW	1881
398	B-1	4-4-0 C&NW	1881
399	B-1	4-4-0 C&NW	1881

Changed to A-383, 12-08.

Changed to X-389, 3-14-02.

Sc. 12- -99
Sc. 4- 4-09
Sc. 5-11-10
Sc. 12- -99
Sc. 4-24-09
Sc. 3-12-09
Sc. 7-24-06
Sc. 9-23-10
Sold 7- -03
Sc. 12-28-10
Sold 8- 1-09
Sc. 5- 6-09
Sc. 12-10-08
Sc. 2-19-10
Sc. 1-11-11
Sc. 1-20-11
Sold 6- 8-09
Sc. 6-20-10
Sc. 2-11-11

Second Series #343 to 399 incl.:-

343	R-1	4-6-0 Bald	1907 31621
344	R-1	4-6-0 Bald	1907 31622
345	R-1	4-6-0 Bald	1907 31623
346	M-1	0-6-0 Rd Is	1906 39293
347	M-1	0-6-0 Rd Is	1906 39274
348	R-1	4-6-0 Bald	1907 31673
349	R-1	4-6-0 Bald	1907 31687
350	M-1	0-6-0 Schen	1909 45752
351	M-1	0-6-0 Schen	1909 45753
352	M-1	0-6-0 Schen	1909 45754
353	M-1	0-6-0 Schen	1909 45755
354	M-1	0-6-0 Schen	1909 45756
355	M-1	0-6-0 Rd Is	1906 39264
356	M-1	0-6-0 Schen	1909 45757
357	M-1	0-6-0 Rd Is	1906 39275
358	M-1	0-6-0 Rd Is	1905 38059
359	R-1	4-6-0 Bald	1907 31688
360	R-1	4-6-0 Bald	1907 31734
361	M-1	0-6-0 Schen	1909 45758
362	M-1	0-6-0 Schen	1909 45759
363	M-1	0-6-0 Rd Is	1906 39276
364	M-1	0-6-0 Schen	1909 45760
365	M-1	0-6-0 Schen	1909 45761
366	M-1	0-6-0 Schen	1909 45762
367	M-1	0-6-0 Schen	1909 45763
368	M-1	0-6-0 Schen	1909 45764
369	M-1	0-6-0 Schen	1909 46701
370	M-1	0-6-0 Schen	1909 46702
371	M-1	0-6-0 Schen	1909 46703
372	M-1	0-6-0 Schen	1910 46704
373	M-1	0-6-0 Schen	1910 46705
374	D-12	4-6-0 Bald	1888 9500
375	R-1	4-6-0 Schen	1908 45728
376	R-1	4-6-0 Schen	1908 45729
377	R-1	4-6-0 Schen	1908 45730
378	R-1	4-6-0 Schen	1908 45731
379	R-1	4-6-0 Schen	1908 45732
380	R-1	4-6-0 Schen	1908 45733
381	R	4-6-0 Schen	1900 5354
382	R-1	4-6-0 Schen	1908 45734

Rebuilt 7-26.
Rebuilt 5-28.

Sc. 4-13-28
Sc. 3- 2-29

Sc. 7-16-31

Sc. 7-14-31
Sc. 8- 8-31

Sc. 3-29-29
Sc. 7- 9-31
Sc. 5- 4-37
Sc. 4-24-35

Sc. 10-21-37
Sc. 4-23-28
Sc. 5- 7-35
Sc. 10-15-36
Sc. 4- 5-28
Sc. 4-17-28
Sc. 7- 3-31
Sc. 4-30-35
Sc. 7-10-35
Sc. 7- 9-31
Sc. 11-20-36

Sc. 4-29-35

Sc. 11- 5-21

Sc. 7- 7-31

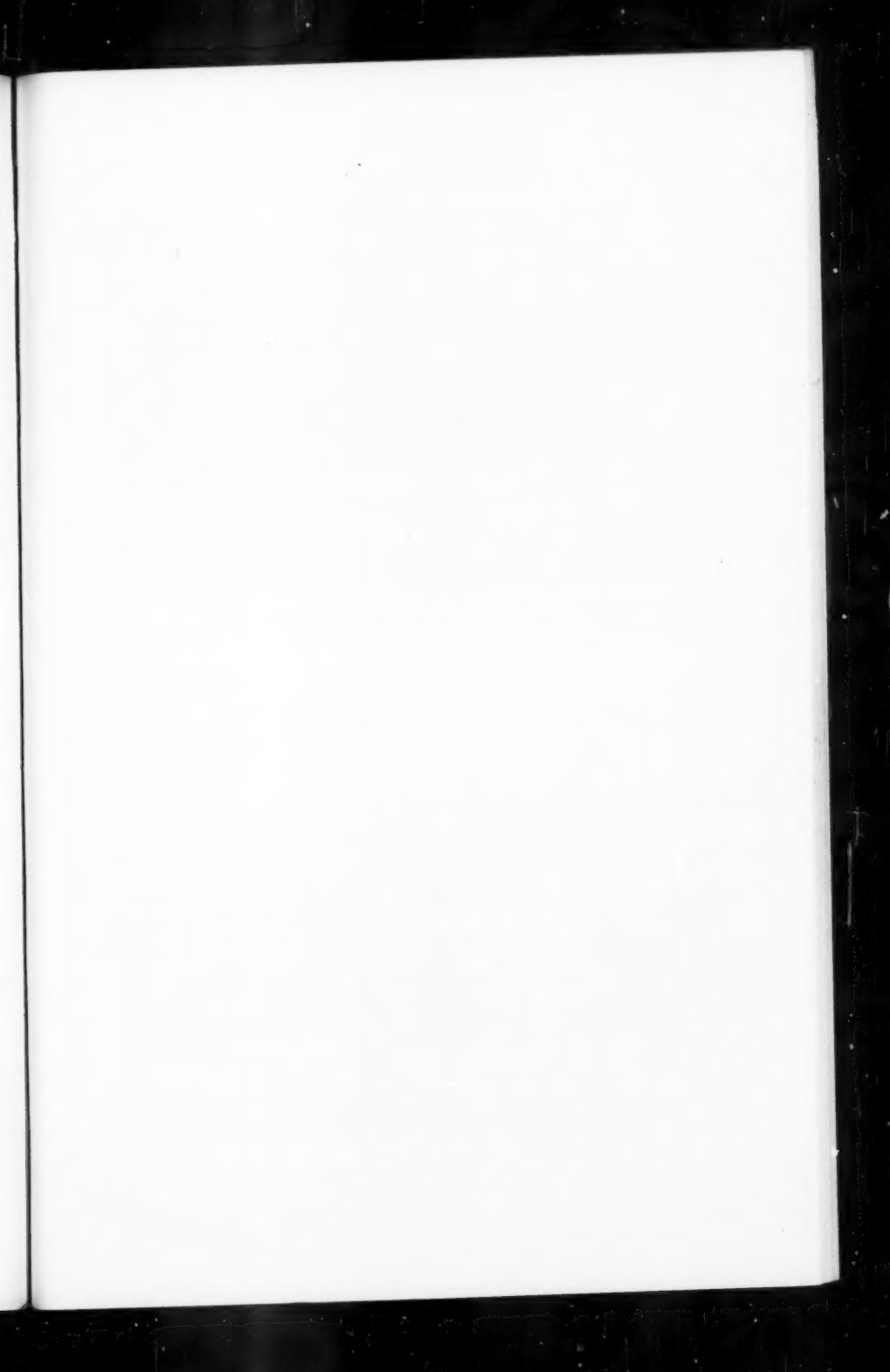
383	R-1	4-6-0 Schen	1908	45735		
384	R	4-6-0 Schen	1900	5355	Sc.	7-21-31
385	R-1	4-6-0 Schen	1908	45736		
386	R-1	4-6-0 Schen	1908	45737		
387	M-1	0-6-0 Rd Is	1906	39277	Sc.	6-26-31
388	R-1	4-6-0 Schen	1908	45738		
389	K	0-6-0 Rd Is	1902	25383	Sc.	5- 5-28
390	D	4-4-2 Schen	1908	45702	Orig. Young valves, changed to piston	6-28-24.
391	D	4-4-2 Schen	1908	45703	Orig. Young valves, changed to piston	2-16-18.
392	D	4-4-2 Schen	1908	45704	Orig. Young valves, changed to piston	5-19-21.
393	D	4-4-2 Schen	1908	45705	Orig. Young valves, changed to piston	8-23-20.
394	D	4-4-2 Schen	1908	45706	Orig. Young valves, changed to piston	3-18-24.
395	D	4-4-2 Schen	1908	45707	Orig. Young valves, changed to piston	11-18-22.
396	D	4-4-2 Schen	1908	45708	Orig. Young valves, changed to piston	4- 4-23.
397	D	4-4-2 Schen	1908	45709	Orig. Young valves, changed to piston	9-29-23.
398	D	4-4-2 Schen	1908	45710	Orig. Young valves, changed to piston	5-22-22.
399	D	4-4-2 Schen	1908	45711	Orig. Young valves, changed to piston	7-21-23.
400	A-1	4-4-0 C&NW	1881		Rebuilt to class A-5, 2-99. Chgd. to 130,	11-16-93.
400	S-7	4-6-0 Schen	1893	4070	Bore name "Columbus" while on exhibition at Chicago World's Fair 1893.	Sc. 2- 1-27
401	A-1	4-4-0 C&NW	1881		Rebuilt to class A-5, 3- 3-99.	Sc. 3-26-26
402	A-1	4-4-0 C&NW	1881		Rebuilt to class A-5, 4-10-00.	Sold 5- 8-25
403	A-1	4-4-0 C&NW	1881		Rebuilt to class A-5, 2-15-98.	Sc. 4-27-28
404	A-1	4-4-0 C&NW	1881		Rebuilt to class A-5, 9-15-00.	Sc. 11-13-26
405	A-1	4-4-0 C&NW	1881		Rebuilt to class A-5, 9- -04.	Sc. 6- 8-24
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First Series #406 to 506 incl.:-						
406	B-1	4-4-0 C&NW	1881		Changed to A-406, 12-08.	Sc. 12-31-10
407	B-1	4-4-0 C&NW	1881			Sc. 2-23-11
408	B-1	4-4-0 C&NW	1881			Sc. 5- -05
409	B-1	4-4-0 C&NW	1881			Sc. 8- -05
410	D-3	4-4-0 Bald	1881	5553		Sc. 1- -05
411	D-3	4-4-0 Bald	1881	5551		Sold 1- -06
412	D-3	4-4-0 Bald	1881	5582		Sc. 3- -07
413	D-3	4-4-0 Bald	1881	5584		Sc. 7- 1-06
414	D-3	4-4-0 Bald	1881	5585		Sc. 7- 7-06
415	D-3	4-4-0 Bald	1881	5588	Chgd. to WSP 31 ab. 1886; 1031, 2-00.	Sc. 9- -06
416	D-3	4-4-0 Bald	1881	5587		Sc. 2-11-05
417	D-3	4-4-0 Bald	1881	5590		Sc. 1-28-08
418	D-3	4-4-0 Bald	1881	5591		Sc. 8- -06
419	D-3	4-4-0 Bald	1881	5592		Sc. 5- -05
420	D-3	4-4-0 Bald	1881	5593		Sc. 5- -05
421	D-3	4-4-0 Bald	1881	5595	Chgd. to WSP 11, 4-16-93; 899, 2-22-01.	Sc. 4- 9-06
422	D-3	4-4-0 Bald	1881	5594		Sc. 2- -06
423	D-3	4-4-0 Bald	1881	5596		Sc. 8- -06
424	D-3	4-4-0 Bald	1881	5599		Sold 3- -07
425	D-3	4-4-0 Bald	1881	5597		Sold 5- 4-07
426	D-3	4-4-0 Bald	1881	5598	Sold and changed to Wyoming & Mo. River Ry. #2, 7-05.	478
427	D-3	4-4-0 Bald	1881	5601	Changed to WSP 14, 3-16-93; 1014, 6-7-00.	Sc. 7- -06
428	D-3	4-4-0 Bald	1881	5600	Chgd. WSP 21, 8-7-99; 1021, 2-26-00; 1033, 2-16-01.	Sc. 11-12-07
429	D-3	4-4-0 Bald	1881	5602		Sc. 4-14-06
430	D-7	0-4-0 Bald	1881	5753	Chgd. A-430, 9-10; Conv. Shop Tfr. #2, 11-21-11.	Sc. 11- -23
431	D-7	0-4-0 Bald	1881	5751	Changed to A-431, 9-10.	Sc. 9- 8-10
432	D-7	0-4-0 Bald	1881	5758	Changed to A-432, 9-10.	Sc. 5-10-11
433	D-7	0-4-0 Bald	1881	5760	Changed to A-433, 9-10.	Sc. 6-14-11

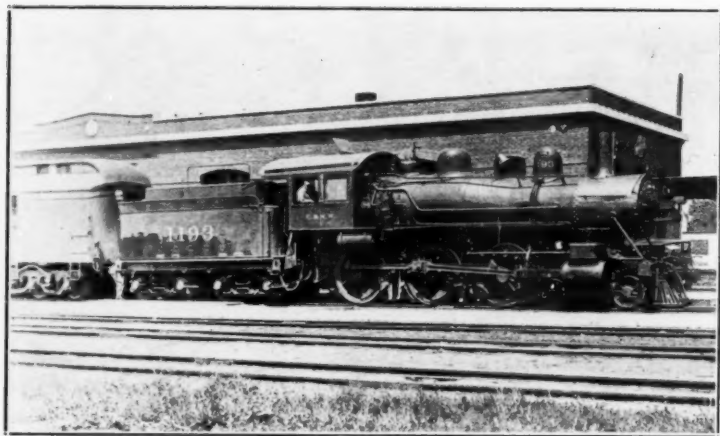
434 D-7	0-4-0 Bald	1881	5761	Changed to A-434, 9-10. Sold Aetna Sand & Gravel Co., Algonquin, Ill., 11-9-11.	
435 D-7	0-4-0 Bald	1881	5763	Changed to A-435, 9-10.	Sc. 12- 1-10
436 D-7	0-4-0 Bald	1881	5790	Changed to A-436, 9-10.	Sc. 5- 7-11
437 D-7	0-4-0 Bald	1881	5791	Changed to A-437, 9-10.	Sc. 3-10-11
438 D-7	0-4-0 Bald	1881	5795	Changed to A-438, 9-10.	Sc. 5-11-11
439 D-7	0-4-0 Bald	1881	5798		Sold 3- 9-11
440 D-3	4-4-0 Bald	1881	5773		Sc. 8- 9-06
441 D-3	4-4-0 Bald	1881	5775		Sc. 5-18-05
442 D-3	4-4-0 Bald	1881	5774		Sc. 1- -06
443 D-3	4-4-0 Bald	1881	5776	Changed to WSP 52, 1-29-92; 1052, 6-15-00.	
					Sc. 3- 7-07
444 D-3	4-4-0 Bald	1881	5777		Sc. 8- 7-06
445 D-3	4-4-0 Bald	1881	5778		Sc. 1- 6-08
446 D-3	4-4-0 Bald	1881	5780		Sc. 4- -07
447 D-3	4-4-0 Bald	1881	5781		Sc. 5- -07
448 D-3	4-4-0 Bald	1881	5802		Sc. 8-12-07
449 D-3	4-4-0 Bald	1881	5807		Sc. 9- -06
450 F-1	4-4-0 Taun	1881	805	Rebuilt to class F-3, 1901.	Sc. 6-27-10
451 F-1	4-4-0 Taun	1881	806		Sc. 5-12-05
452 F-1	4-4-0 Taun	1881	809		Sc. 3- -07
453 F-1	4-4-0 Taun	1881	810		Sc. 7- 3-09
454 F-1	4-4-0 Taun	1881	811		Sc. 2-13-05
455 F-1	4-4-0 Taun	1881	812		Sc. 12- 3-08
456 F-1	4-4-0 Taun	1881	813		Sc. 10- 9-08
457 F-1	4-4-0 Taun	1881	814		Sc. 4-24-09
458 F-1	4-4-0 Taun	1881	815		Sc. 8-31-09
459 F-1	4-4-0 Taun	1881	816		Sc. 5- -05
460 F-1	4-4-0 Taun	1881	817	Rebuilt to class F-3, 1899.	Sc. 6- 8-09
461 F-1	4-4-0 Taun	1881	818		Sc. 5-11-05
462 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 5- -05
463 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 5-22-05
464 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 9- -04
465 E-1	4-4-0 Grant	1882			Sc. 9-12-99
466 E-1	4-4-0 Grant	1882			Sc. 5- -05
467 E-1	4-4-0 Grant	1882		Reb. to class E-4 (date unknown). Sold to Ma-	
				comb & Western Ill. Ry., 12-31-04.	
468 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	
					Sold 11-22-04
469 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 1- 3-08
470 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 11- -05
471 E-1	4-4-0 Grant	1882		Rebuilt to class E-4. Sold and chgd. to E. A. & S. W. RR. #100, 7-28-05.	
472 E-1	4-4-0 Grant	1882			Sc. 5-11-05
473 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 8- 9-06
474 E-1	4-4-0 Grant	1882			Sold 9- -05
475 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 8- -04
476 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 5- -05
477 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 11- -04
478 E-1	4-4-0 Grant	1882			Sc. 2- -06
479 E-1	4-4-0 Grant	1882		Reb. to E-5, 1891	Sc. 5- -05
480 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 2- -06
481 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 3- -05
482 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 2- -03
483 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown). Sold to Culver & Port Clinton RR. 5-3-05 (became their #2 or #202).	
					Sc. 5-17-05
484 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 5- -05
485 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sold 7- -06
486 E-1	4-4-0 Grant	1882		Reb. to 1-4 (date unknown).	Sold 9- -05

488 E-1	4-4-0 Grant	1882	Reb. to E-4 (date unknown).	Sc. 7-26-05
489 E-1	4-4-0 Grant	1882	Reb. to E-4 (date unknown). Sold to Chgo. & Lake Superior Ry. 6-05 (exchanged for C&LS #1 which was	Sc. 8- -05
490 E-1	4-4-0 Grant	1882	Reb. to E-4 (date unknown).	Sc. 1- -06
491 E-1	4-4-0 Grant	1882		Sold 10- -06
492 K-1	0-4-0 C&NW	1883	Changed to Shop Tfr. "Clinton", 5-18-10; Changed to Shop Tfr. #5, 5-11-11.	Sc. 4-12-21
493 K-1	0-4-0 C&NW	1883	Sold and chgd. to Blaney & Southern #1436, 4-04.	Sc. 4-12-21
494 K-1	0-4-0 C&NW	1883	Changed to Round House #1, 12-24-10.	Sc. 2-22-11
495 K-1	0-4-0 C&NW	1883		Sc. 5-25-11
496 K-1	0-4-0 C&NW	1883		Sc. 12- 1-10
497 A-2	4-4-0 C&NW	1883		Sc. 1-23-13
498 A-2	4-4-0 C&NW	1883	Changed to P&FtPBCo. #1, 3-1-12; 1259, 8-12.	Sc. 4-24-13
499 A-2	4-4-0 C&NW	1883		Sc. 7-19-12
500 A-2	4-4-0 C&NW	1883		Sc. 2-19-13
501 A-2	4-4-0 C&NW	1883		Sc. 2-20-11
502 A-2	4-4-0 C&NW	1883		Sc. 8-10-11
503 A-2	4-4-0 C&NW	1883		Sc. 11-12-13
504 A-2	4-4-0 C&NW	1883		Sc. 6-27-13
505 A-2	4-4-0 C&NW	1883		Sc. 5-10-13
506 A-2	4-4-0 C&NW	1883		Sc. 4- 1-12

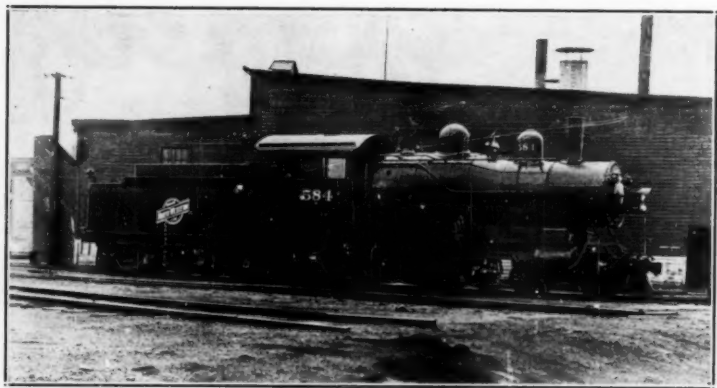
Second Series #406 to 506 incl.:

406 R-1	4-6-0 Schen	1908	45739	
407 E-1	4-6-2 Schen	1910	49029	
408 M-1	0-6-0 Rd Is	1905	38060	
409 M-1	0-6-0 Rd Is	1906	39265	Sc. 5- 7-35
410 G	4-8-0 NG Schen	1891	3422	Orig. FEMV 209. Chgd. to 1299, 5-03; 410, 1-05. Sc. 4-23-27
411 R-1	4-6-0 Schen	1906	38513	
412 R-1	4-6-0 Schen	1906	38514	
413 R-1	4-6-0 Schen	1906	38515	
414 R-1	4-6-0 Schen	1906	38516	
415 C-3	4-4-0 Schen	1886	2092	Rebuilt to class C-5, 1-30-23. Sc. 6-11-35
416 R-1	4-6-0 Schen	1905	30300	
417 R-1	4-6-0 Schen	1906	38517	
418 R-1	4-6-0 Schen	1906	38518	
419 M-1	0-6-0 Rd Is	1905	38061	Sc. 7-23-31
420 M-1	0-6-0 Rd Is	1905	38062	
421 C-6	4-4-0 Schen	1893	4082	Rebuilt 12-28-01. Sc. 3-23-27
422 R-1	4-6-0 Schen	1906	38519	
423 R-1	4-6-0 Schen	1906	38520	
424 R-1	4-6-0 Schen	1906	38521	
425 R-1	4-6-0 Schen	1906	38522	
426 M-1	0-6-0 Rd Is	1905	38073	
427 C-6	4-4-0 Schen	1893	4083	Rebuilt 4-30-02. Sc. 3-23-27
428 R	4-6-0 Schen	1899	5234	Sc. 4-27-28
429 R-1	4-6-0 Schen	1906	38523	
430 M-1	0-6-0 Schen	1910	47871	Converted to Shop Tfr. #27, 7-29-37.
431 M-1	0-6-0 Schen	1910	47872	Sc. 1- 8-37
432 M-1	0-6-0 Schen	1910	47873	Sc. 4-26-35
433 M-1	0-6-0 Schen	1910	47874	Sc. 5-20-31
434 M-1	0-6-0 Schen	1910	47875	Sc. 6-29-31
435 M-1	0-6-0 Schen	1910	47876	Sc. 4-12-35
436 M-1	0-6-0 Schen	1910	47877	
437 M-1	0-6-0 Schen	1910	47878	Sc. 6-28-37
438 M-1	0-6-0 Schen	1910	47879	Sc. 7- 6-37
439 M-1	0-6-0 Schen	1910	47880	Sc. 7-15-31





C. & N. W. #1193, class Q, an oil burner, Norfolk, Nebraska, 1931.



C. & N. W. #584, oil burner at Fremont, Nebraska, 1931. One of the last of the now extinct class A's, made famous in 1899 for its record run with the "Fast Mail."

440 R-l	4-6-0 Schen	1906 38524	Rebuilt 2-10-30.	
441 R-l	4-6-0 Schen	1905 30301		
442 R-l	4-6-0 Schen	1906 38525		
443 S-4	4-6-0 Schen	1891 3564	Rebuilt 11-21.	Sc. 8-11-31
444 R-l	4-6-0 Schen	1906 38526		
445 R-l	4-6-0 Schen	1906 38527	Rebuilt 8-26.	
446 R-l	4-6-0 Schen	1906 38528		
447 R-l	4-6-0 Schen	1906 38529		
448 R-l	4-6-0 Schen	1906 38530		
449 R-l	4-6-0 Schen	1906 38531		
450 R-l	4-6-0 Schen	1908 45740		
451 R-l	4-6-0 Schen	1905 30302		
452 R-l	4-6-0 Bald	1907 31745		
453 R-l	4-6-0 Schen	1908 45741		
454 R-l	4-6-0 Schen	1905 30303		
455 R-l	4-6-0 Schen	1908 45742		
456 R-l	4-6-0 Schen	1908 45743	Rebuilt 5-26.	
457 R-l	4-6-0 Schen	1908 45744	Rebuilt 3-28.	
458 R-l	4-6-0 Schen	1908 45745		
459 M-l	0-6-0 Rd ls	1905 38063		Sc. 6-30-31
460 M-l	0-6-0 Schen	1909 45765		Sc. 4-30-31
461 M-l	0-6-0 Rd ls	1905 38064	Rebuilt 2-25.	
462 R-l	4-6-0 Schen	1905 30315		
463 R-l	4-6-0 Schen	1905 30316		
464 D	4-4-2 Schen	1904 29707		
465 R	4-6-0 Schen	1899 5245	Rebuilt 10-24.	Sc. 6-19-37
466 R-l	4-6-0 Schen	1905 30304		
467 R-l	4-6-0 Schen	1905 30305		
468 G	4-8-0 NG Schen	1892 3703	Orig. FEMV 210. Chgd. to 1300, 6-03; 468, 1-05.	Sc. 12-13-24
469 R-l	4-6-0 Schen	1905 30595		
470 R-l	4-6-0 Schen	1905 30596		
471 R-l	4-6-0 Schen	1905 30597		
472 R-l	4-6-0 Schen	1905 30598		
473 R-l	4-6-0 Schen	1905 30599		
474 R-l	4-6-0 Schen	1905 30600		
475 D	4-4-2 Schen	1904 29708		
476 R-l	4-6-0 Schen	1905 30306		Sc. 11- 4-36
477 G	4-8-0 NG Schen	1902 26610	Orig. FEMV 211. Chgd. to 1301, 6-03; 477, 1-05.	Sc. 11-23-28
478 R-l	4-6-0 Schen	1905 30307		
479 R-l	4-6-0 Schen	1905 30312		
480 R-l	4-6-0 Schen	1905 30601		
481 R-l	4-6-0 Schen	1905 30308		
482 D	4-4-2 Schen	1904 29709		
483 R-l	4-6-0 Schen	1905 30309		
484 R-l	4-6-0 Schen	1905 30602		
485 R-l	4-6-0 Schen	1905 30603		
486 R-l	4-6-0 Schen	1905 30604		
487 R-l	4-6-0 Schen	1905 30605		
488 R-l	4-6-0 Schen	1905 30606		
489 R-l	4-6-0 Schen	1905 30607		
490 R-l	4-6-0 Schen	1905 30608		
491 R-l	4-6-0 Schen	1905 30609		
492 L	4-6-2 Schen	1910 47898		Sc. 4-22-35
493 D	4-4-2 Schen	1904 29710		
494 L	4-6-2 Schen	1910 47899		Sc. 5- 6-35
495 L	4-6-2 Schen	1910 49010		Sc. 6-13-35
496 L	4-6-2 Schen	1910 49011		Sc. 7- 2-35
497 Q	4-6-0 Rogers	1906 38558	Orig. 1323. Changed to PRCNW 1, 7-24-07; 497, 8-22-20.	Sc. 2- 4-29

498 Q	4-6-0 Rogers	1906	38559	Orig. 1324. Changed to PRCNW 2, 8-1-07; 498, 8-7-20. Sc. 1-10-29	532 A
499 Q	4-6-0 Rogers	1906	38560	Orig. 1325. Changed to PRCNW 3, 7-23-07; 499, 8-3-20. Sc. 1-26-29	533 A
500 Q	4-6-0 Rogers	1906	38561	Orig. 1326. Changed to PRCNW 4, 7-24-07; 500, 8-10-20. Sc. 1-10-29	534 A
501 Q	4-6-0 Rogers	1906	38562	Orig. 1327. Changed to PRCNW 5, 7-23-07; 501, 8-3-20. Sc. 7-22-31	535 A
502 Q	4-6-0 Rogers	1906	38563	Orig. 1328. Changed to PRCNW 6, 8-6-07; 502, 8-6-20. Sc. 3-14-29	536 A
503 Q	4-6-0 Rogers	1906	38564	Orig. 1329. Changed to PRCNW 7, 7-31-07; 503, 8-4-20. Sc. 7-30-31	537 A
504 Q	4-6-0 Rogers	1906	38565	Orig. 1330. Changed to PRCNW 8, 7-22-07; 504, 8-16-20. Sc. 1-12-29	538 A
505 Q	4-6-0 Rogers	1906	38566	Orig. 1331. Changed to PRCNW 9, 7-22-07; 505, 8-10-20. Sc. 8-13-31	539 A
506 Q	4-6-0 Rogers	1906	38567	Orig. 1332. Changed to PRCNW 10, 8-2-07; 506, 8-4-20. Sc. 1-24-29	540 A
507 A-3	4-4-0 Schen	1883	1727	Sc. 1-20-14	541 A
508 A-3	4-4-0 Schen	1883	1728	Chgd. WSP 4, 10-15-97; 892, 3-9-00. Sc. 9-14-12	542 A
508 R	4-6-0 Schen	1897	4607		543 A
509 A-3	4-4-0 Schen	1883	1729	Sc. 4-15-13	544 A
510 A-3	4-4-0 Schen	1883	1730	Sc. 7-15-12	545 A
511 A-3	4-4-0 Schen	1883	1731	Chgd. WSP 12, 12-5-89; 900, 2-17-00. Sc. 9-10-12	546 A
511 S-2	4-6-0 Schen	1890	3021	Rebuilt 1-21.	547 A
512 A-3	4-4-0 Schen	1883	1732	Chgd. WSP 32, 1-9-0; 1032, 7-00. Sc. 11- 1-12	548 A
512 S-2	4-6-0 Schen	1890	3022	Rebuilt 1-26-24. Sc. 5- 3-27	549 A
513 A-3	4-4-0 Schen	1883	1733	Changed to 528, 9-10-90. Sc. 3-13-13	550 A
513 S-2	4-6-0 Schen	1890	3210	Sc. 10-19-25	551 A
514 A-3	4-4-0 Schen	1883	1734	Sc. 7-30-15	552 A
515 A-3	4-4-0 Schen	1883	1735	Sc. 5-24-11	553 A
516 A-3	4-4-0 Schen	1883	1736	Chgd. WSP 35, 10-9-97; 1035, 7-11. Sc. 1-13-11	554 A
516 R	4-6-0 Schen	1897	4608		555 A
517 A-3	4-4-0 Schen	1883	1737	Sc. 9-20-12	556 A
518 A-3	4-4-0 Schen	1883	1738	Chgd. 547, 8-30-90; WSP 48, 12-3-91; 1048, 7-10-00. Sc. 9-10-12	557 A
518 S-2	4-6-0 Schen	1890	3211	Sc. 6-30-25	558 A
519 A-3	4-4-0 Schen	1883	1739	Sc. 1-10-14	559 A
520 A-3	4-4-0 Schen	1883	1740	Chgd. WSP 1, 11-22-87; 889, 6-18-00. Sc. 9- 4-13	560 A
520 C-3	4-4-0 Schen	1887	2482	Sc. 11-29-19	561 A
521 A-3	4-4-0 Schen	1883	1741	Sc. 11- 9-12	562 A
522 A-3	4-4-0 Schen	1883	1742	Sc. 4-28-13	563 A
523 A-3	4-4-0 Schen	1883	1743	Chgd. to FEMV 90, 8-9-0; 1290, 5-03. Sc. 11-26-12	564 A
523 S-2	4-6-0 Schen	1890	3212	Sc. 8-14-25	565 A
524 A-3	4-4-0 Schen	1883	1744	Chgd. to FEMV 91, 8-25-90; 1291, 5-03. Sc. 12- 7-14	566 A
524 S-2	4-6-0 Schen	1890	3213	Rebuilt 1-24. Sc. 7-23-31	567 A
525 A-3	4-4-0 Schen	1883	1745	Chgd. WSP 36, 10-25-97; 1036, 6-29-00. Sc. 4-30-12	568 A
525 R	4-6-0 Schen	1897	4609	Sc. 10-10-28	569 A
526 A-3	4-4-0 Schen	1883	1746	Sc. 8-15-14	570 A
527 A-3	4-4-0 Schen	1883	1789	Chgd. WSP 34, 10-10-87; 1034, 3-16-00. Sc. 2-18-13	571 A
527 D-12	4-6-0 Bald	1888	9501	Sc. 5-20-22	572 A
528 A-3	4-4-0 Schen	1883	1790	Chgd. FEMV 92, 9-10-90; 1292, 5-03. Sc. 3-27-13	573 A
528 A-3	4-4-0 Schen	1883	1733	Orig. 513. Chgd. to 528, 9-10-90. Sc. 3-13-13	574 A
529 A-3	4-4-0 Schen	1883	1791	Sc. 7-28-13	575 A
530 A-3	4-4-0 Schen	1883	1792	Chgd. FEMV 88, 8-22-90; 1288, 5-03. Sc. 7- 1-14	576 A
530 S-2	4-6-0 Schen	1890	3214	Rebuilt 10-21. Sc. 7- 8-31	577 A
531 A-3	4-4-0 Schen	1883	1793	Sc. 9-10-12	578 A

532 A-3	4-4-0 Schen	1883	1794		Sold	7-31-13
533 A-3	4-4-0 Schen	1883	1795	Chgd. WSP 9, 3-10-91; 897, 8-31-00.	Sc.	10- 5-14
533 S-2	4-6-0 Schen	1891	3387		Sold	5-10-25
534 A-3	4-4-0 Schen	1883	1796		Sc.	1-14-13
535 A-3	4-4-0 Schen	1883	1797	Chgd. WSP 10, 1-26-97; 898, 10-00.	Sc.	12-31-14
535 S-2	4-6-0 Schen	1891	3388	Rebuilt 11-20.	Sc.	7-15-31
536 A-3	4-4-0 Schen	1883	1798		Sc.	3-22-13
537 A-3	4-4-0 Schen	1883	1799		Sc.	1- 8-13
538 A-3	4-4-0 Schen	1883	1800		Sc.	9-21-14
539 A-3	4-4-0 Schen	1883	1801		Sc.	8-15-14
540 A-3	4-4-0 Schen	1883	1802		Sold	11-24-13
541 A-3	4-4-0 Schen	1883	1803		Sc.	3- 1-12
542 A-3	4-4-0 Schen	1883	1804		Sc.	8-23-13
543 A-3	4-4-0 Schen	1883	1805	Chgd. WSP 13, 3-11-91; 1013, 7-7-00.	Sc.	5-18-14
543 S-2	4-6-0 Schen	1891	3389	Rebuilt 2-24.	Sc.	3-31-30
544 A-3	4-4-0 Schen	1883	1806		Sc.	9-18-12
545 A-3	4-4-0 Schen	1883	1807		Sc.	1- 3-12
546 A-3	4-4-0 Schen	1883	1808		Sc.	10-16-11
547 A-3	4-4-0 Schen	1883	1816	Chgd. FEMV 89, 8-28-90; 1289, 5-03.	Sc.	1-29-15
547 A-3	4-4-0 Schen	1883	1738	Orig. 518. Chgd. to 547, 8-30-90; WSP 48, 12-3-91; 1048, 7-10-00.	Sc.	9-10-12
547 S-4	4-6-0 Schen	1891	3569		Sold	6-30-25
548 A-3	4-4-0 Schen	1883	1817		Sc.	3- 9-14
549 A-3	4-4-0 Schen	1883	1818		Sc.	8-29-12
550 A-3	4-4-0 Schen	1883	1819		Sc.	2-16-14
551 A-3	4-4-0 Schen	1883	1820	Chgd. WSP 49, 8-8-88; 1049, 8-00.	Sc.	9-28-12
551 D-12	4-6-0 Bald	1888	9502		Sc.	10-18-19
552 A-3	4-4-0 Schen	1883	1821		Sc.	9-25-14
553 A-3	4-4-0 Schen	1883	1822		Sc.	9-14-12
554 A-3	4-4-0 Schen	1883	1823	Chgd. WSP 50, 5-3-90; 1050, 6-29-00.	Sc.	4- 8-14
554 S-2	4-6-0 Schen	1890	3023		Sc.	5-14-27
555 A-3	4-4-0 Schen	1883	1824		Sc.	2-14-06
555 R-1	4-6-0 Bald	1907	31746			
556 A-3	4-4-0 Schen	1883	1825		Sc.	3-18-13
556 Q	4-6-0 Rogers	1906	38543	Orig. W&NW 1. Chgd. to 556, 8-3-20.	Sc.	4-30-28
557 A-3	4-4-0 Schen	1883	1826		Sc.	11-24-13
557 Q	4-6-0 Rogers	1906	38544	Orig. W&NW 2. Chgd. to 557, 8-4-20.	Sc.	3-14-29
558 A-3	4-4-0 Schen	1883	1827		Sc.	6- 1-11
558 Q	4-6-0 Rogers	1906	38545	Orig. W&NW 3. Chgd. to 558, 8-5-20.	Sc.	3-22-29
559 A-3	4-4-0 Schen	1883	1828		Sc.	8-15-12
559 Q	4-6-0 Rogers	1906	38546	Orig. W&NW 4. Chgd. to 559, 8-4-20.	Sc.	3- 9-29
560 A-3	4-4-0 Schen	1883	1829		Sc.	7-30-15
560 Q	4-6-0 Rogers	1906	38547	Orig. W&NW 5. Chgd. to 560, 8-9-20.	Sc.	3-23-29
561 A-3	4-4-0 Schen	1883	1830		Sc.	7-19-13
561 Q	4-6-0 Rogers	1906	38548	Orig. W&NW 6. Chgd. to 561, 8-3-20.	Sc.	3- 3-29
562 A-3	4-4-0 Schen	1883	1831		Sc.	3- 2-12
562 Q	4-6-0 Rogers	1906	38549	Orig. W&NW 7. Chgd. to 562, 8-21-20.	Sc.	7-13-31
563 A-3	4-4-0 Schen	1883	1832		Sc.	5-20-13
563 Q	4-6-0 Rogers	1906	38550	Orig. W&NW 8. Chgd. to 563, 8-5-20.	Sc.	1-18-29
564 A-3	4-4-0 Schen	1883	1833		Sc.	8-29-12
564 Q	4-6-0 Rogers	1906	38551	Orig. W&NW 9. Chgd. to 564, 8-6-20.	Sc.	8- 5-31
565 A-3	4-4-0 Schen	1883	1834		Sc.	2-20-13
565 Q	4-6-0 Rogers	1906	38552	Orig. W&NW 10. Chgd. to 565, 8-25-20.	Sc.	6-30-31
566 A-3	4-4-0 Schen	1883	1835		Sc.	9- 3-12
567 A-3	4-4-0 Schen	1883	1836		Sc.	9- 9-11
568 A-3	4-4-0 Schen	1883	1837		Sc.	8-21-14
569 A-3	4-4-0 Schen	1883	1838	Chgd. WSP 51, 2-24-91; 1051, 6-16-00.	Sc.	3-25-13
569 S-2	4-6-0 Schen	1891	3390		Sc.	3-16-20
570 A-3	4-4-0 Schen	1883	1839		Sc.	12- 9-12
571 A-3	4-4-0 Schen	1883	1840		Sc.	4-15-13

572 D-2a	2-6-0 Brooks	1883	909	Converted to Shop Tfr. #7, 4-4-12.	Sc. 7- 8-30
573 D-6	4-4-0 Bald	1875			Sc. 7-17-99
573 R	4-6-0 Schen	1899	5246		Sc. 6-29-31
574 K-1	0-4-0 Schen	1884	1882	Changed to A-574, 9-10.	Sc. 12- 6-10
574 M-1	0-6-0 Schen	1910	47881		Sc. 3-31-30

First Series #575 to 593 incl:—

575 K-1	0-4-0 Schen	1884	1883		Sc. 12-10-10
576 K-1	0-4-0 Schen	1884	1884		Sc. 12-31-10
577 K-1	0-4-0 Schen	1884	1885	Changed to Round House #2, 2-10-11; Shop Tfr. #4, 11-11.	Sc. 12- -23
578 K-1	0-4-0 Schen	1884	1886		Sc. 2-11-11
579 K-1	0-4-0 Schen	1884	1887		Sc. 2- 3-11
580 K-1	0-4-0 Schen	1884	1888		Sc. 10- 7-10
581 K-1	0-4-0 Schen	1884	1889		Sc. 2-15-11
582 K-1	0-4-0 Schen	1884	1890		Sc. 1-18-11
583 K-1	0-4-0 Schen	1884	1891		Sc. 10-22-10
584 D-1a	4-6-0 Schen	1885	1963	Chgd. WSP 53, 4-10-93; 1053, 2-27-00.	Sc. 10-20-19
585 D-1a	4-6-0 Schen	1885	1964	Changed to WSP 54, 3-23-93; FEMV 213, 8-98; 1203, 5-03.	Sc. 5- 9-18
586 D-1a	4-6-0 Schen	1885	1965	Chgd. WSP 55, 6-14-94; 1055, 7-00.	Sc. 2-10-15
587 D-1a	4-6-0 Schen	1885	1966	Changed to WSP 56, 8-17-93; FEMV 217, 8-27-98; 1207, 5-03.	Sc. 9- 4-20
588 D-1a	4-6-0 Schen	1885	1967	Chgd. WSP 57, 12-26-93; 1057, 3-13-00.	Sc. 8-19-19
589 D-1a	4-6-0 Schen	1885	1968	Chgd. WSP 58, 11-19-93; 1058, 8-28-00.	Sc. 8- 1-22
590 D-1a	4-6-0 Schen	1885	1969	Changed to WSP 59, 12-12-93; 1059, 4-24-00.	Sc. 4- 5-21
591 D-1a	4-6-0 Schen	1885	1970	Changed to WSP 60, 8-10-93; 1060, 2-16-00.	Sc. 3- 3-15
592 D-1a	4-6-0 Schen	1885	1971	Changed to WSP 61, 11-16-93; FEMV 212, 8-98; FEMV 227, 10-19-02; 1217, 3-03.	Sc. 12-31-14
593 D-1a	4-6-0 Schen	1885	1972	Changed to WSP 62, 6-6-93; 1062, 3-9-00.	Sc. 1-20-23

Second Series #575 to 593 incl:—

575 M-1	0-6-0 Schen	1910	47882		Sc. 5-18-37
576 M-1	0-6-0 Schen	1910	47883		Sc. 7-10-31
577 M-1	0-6-0 Schen	1910	47884		Sc. 7-17-31
578 M-1	0-6-0 Schen	1910	47885		Sc. 12-18-36
579 M-1	0-6-0 Schen	1910	47886		Sc. 5-20-35
580 M-1	0-6-0 Schen	1910	47887		Sc. 1-20-31
581 M-1	0-6-0 Schen	1910	47888		Sc. 5-13-35
582 M-1	0-6-0 Schen	1910	47889		Sc. 4-13-37
583 M-1	0-6-0 Schen	1910	47890		Sc. 3-18-30
584 A	4-4-0 Schen	1895	4337		Sc. 4-23-35
585 A	4-4-0 Schen	1895	4338	Rebuilt 6-25.	Sc. 6-21-35
586 A	4-4-0 Schen	1895	4339		Sc. 12-20-28
587 A	4-4-0 Schen	1895	4365		Sc. 12-15-28
588 A	4-4-0 Schen	1895	4366		Sc. 7-24-31
589 A	4-4-0 Schen	1895	4367		Sc. 4-10-28
590 A	4-4-0 Schen	1895	4368		Sc. 4-29-31
591 A	4-4-0 Schen	1895	4369		Sc. 12-22-28
592 A	4-4-0 Schen	1895	4370		Sc. 7-11-31
593 A	4-4-0 Schen	1895	4371		Sc. 5-28-27

594 D-1a	4-6-0 Schen	1885	1973	Changed to FEMV 222, 5-31-98; 1212, 4-03.	Sc. 4- 5-21
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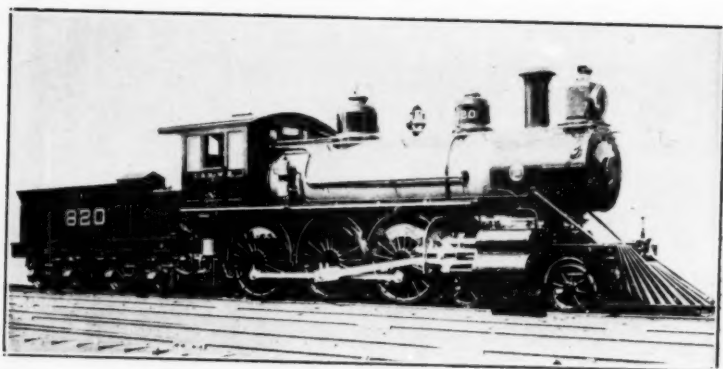
594 Q	4-6-0 Schen	1898 4847	Changed to FEMV 2, 5-01; 1177, 3-03. Sc. 4- 5-28
594 R-1	4-6-0 Schen	1901 6207	
595 D-1a	4-6-0 Schen	1885 1974	Changed to FEMV 219, 8-31-98; 1209, 5-03. Sc. 1-13-15
595 Q	4-6-0 Schen	1898 4848	Changed to FEMV 24, 5-01; 1184, 5-03. Sc. 4- 1-27
595 R-1	4-6-0 Schen	1901 6208	
596 D-1a	4-6-0 Schen	1885 1975	Changed to FEMV 225, 5-18-01; 1215, 5-03. Sc. 12-21-15
596 Q	4-6-0 Schen	1898 4849	Changed to FEMV 26, 5-01; 1186, 4-03. Sc. 11- 8-28
596 R-1	4-6-0 Schen	1901 6209	
597 C-2	4-4-0 Schen	1885 1951	Sc. 8-23-12
598 C-2	4-4-0 Schen	1885 1952	Sc. 11- 3-21
599 C-2	4-4-0 Schen	1885 1953	Sc. 12- 7-15
600 C-2	4-4-0 Schen	1885 1954	Sc. 8- 7-12
601 C-2	4-4-0 Schen	1885 1955	Sc. 10- 2-13
602 C-2	4-4-0 Schen	1885 1956	Sc. 9-11-20
603 C-2	4-4-0 Schen	1885 1957	Sc. 1- 2-15
604 C-2	4-4-0 Schen	1885 1958	Sc. 3-31-21
605 C-2	4-4-0 Schen	1885 1959	Sc. 3- 5-17
606 C-2	4-4-0 Schen	1885 1960	Sc. 3-30-21
607 C-2	4-4-0 Schen	1885 1961	Sc. 12-15-21
608 C-2	4-4-0 Schen	1885 1962	Sc. 6-28-19
609 D-1a	4-6-0 Schen	1885 1986	Changed to FEMV 218, 8-29-98; 1208, 5-03. Sc. 11-25-19
609 Q	4-6-0 Schen	1898 4850	Chgd. to FEMV 3, 6-5-02; 1178, 4-05. Sc. 3-29-28
609 K	0-6-0 Rd Is	1902 26515	Sc. 4- 9-28
610 D-1a	4-6-0 Schen	1885 1987	Chgd. to FEMV 224, 8-98; 1214, 5-03. Sc. 8-30-15
610 Q	4-6-0 Schen	1898 4851	Chgd. to FEMV 28, 8-23-01; 1188, 6-03. Sc. 2-21-29
610 K	0-6-0 Rd Is	1902 25384	Sc. 4-23-28
611 D-1a	4-6-0 Schen	1885 1988	Chgd. to FEMV 221, 9-98; 1211, 5-03. Sc. 2-17-15
611 Q	4-6-0 Schen	1898 4852	Chgd. to FEMV 5, 6-02; 1189, 4-03. Sc. 10-16-28
611 K	0-6-0 Rd Is	1902 26514	Sc. 5-11-28
612 D-1a	4-6-0 Schen	1885 1989	Chgd. to FEMV 220, 9-15-98; 1210, 5-03. Sc. 12- 7-21
612 Q	4-6-0 Schen	1898 4853	Chgd. to FEMV 1, 5-29-02; 1176, 4-03. Sc. 11-10-28
612 K	0-6-0 Rd Is	1902 26516	Sc. 4- 7-28
613 D-1a	4-6-0 Schen	1885 1990	Chgd. to FEMV 216, 8-98; 1206, 6-03. Sc. 11-18-19
613 Q	4-6-0 Schen	1898 4854	Chgd. to FEMV 6, 6-28-02; 1190, 4-03. Sc. 11- 3-28
613 K	0-6-0 Rd Is	1902 26517	Sc. 4-11-28
614 D-1a	4-6-0 Schen	1885 1991	Chgd. to FEMV 223, 11-98; 1213, 5-03. Sc. 10-20-22
614 Q	4-6-0 Schen	1898 4855	Chgd. to FEMV 4, 6-10-02; 1179, 4-03. Sc. 10-10-28
614 K	0-6-0 Rd Is	1902 26518	Converted to Shop Tfr. #25, 12-31-28.
615 D-1a	4-6-0 Schen	1885 1992	Chgd. to FEMV 214, 8-98; 1204, 6-03. Sc. 8-30-15
615 Q	4-6-0 Schen	1898 4856	Chgd. to FEMV 27, 7-21-02; 1187, 4-03. Sc. 2-23-27
615 K	0-6-0 Rd Is	1902 26519	Converted to Shop Tfr. #24, 10-20-28. Sc. 7- 8-37
616 D-1a	4-6-0 Schen	1885 1993	Chgd. to FEMV 226, 8-98; 1216, 5-03. Sc. 1-29-15
616 Q	4-6-0 Schen	1898 4857	Chgd. to FEMV 22, 9-12-01; 1182, 6-03. Sc. 7-15-31
616 K	0-6-0 Rd Is	1902 25385	Sc. 4-12-28
617 D-1a	4-6-0 Schen	1885 1994	Chgd. to FEMV 215, 8-98; 1205, 5-03. Sc. 12-20-17
617 Q	4-6-0 Schen	1898 4858	Chgd. to FEMV 23, 9-17-01; 1183, 4-03. Sc. 11- 9-28
617 K	0-6-0 Rd Is	1902 25386	Sc. 3-31-30

618 D-1b	4-6-0 Schen	1885	1995		Sc.	6-12-13
619 C-3	4-4-0 Schen	1886	2059		Sc.	3-10-20
620 C-3	4-4-0 Schen	1886	2060		Sc.	4-15-19
621 C-3	4-4-0 Schen	1886	2061		Sc.	11-21-14
622 C-3	4-4-0 Schen	1886	2062	Rebuilt to class C-5, 11-16.	Sc.	7-25-31
623 C-3	4-4-0 Schen	1886	2063	Rebuilt to class C-5, 8-16.	Sc.	10-15-28
624 C-3	4-4-0 Schen	1886	2064	Rebuilt to class C-5, 7-13-23.	Sc.	7-26-27
625 C-3	4-4-0 Schen	1886	2065	Rebuilt to class C-5, 3-23.	Sc.	5- 8-35
626 C-3	4-4-0 Schen	1886	2070		Sold	6- 9-26
627 C-3	4-4-0 Schen	1886	2071		Sc.	5-13-19
628 C-3	4-4-0 Schen	1886	2072	Changed to FEMV 97, 11-26-97; 1297, 3-03; 24, 1-05.	Sc.	6- 9-26
628 R	4-6-0 Schen	1897	4631	Rebuilt 12-24.	Sc.	4-22-35
629 C-3	4-4-0 Schen	1886	2073	Changed to FEMV 95, 11-26-97; 1295, 5-03. Rebuilt to class C-5, 2-23.	Sc.	2-26-29
629 R	4-6-0 Schen	1897	4632		Sc.	2- 9-29
630 C-3	4-4-0 Schen	1886	2074		Sc.	5- 7-19
631 C-3	4-4-0 Schen	1886	2075	Rebuilt to class C-5, 2-23.	Sc.	1-28-29
632 C-3	4-4-0 Schen	1886	2076		Sc.	8-25-15
633 C-3	4-4-0 Schen	1886	2077	Rebuilt to class C-5, 11-20.	Sc.	3- 1-29
634 C-3	4-4-0 Schen	1886	2078		Sc.	6-20-17
635 C-3	4-4-0 Schen	1886	2079		Sc.	7-22-19
636 C-3	4-4-0 Schen	1886	2080		Sc.	11-20-19
637 C-3	4-4-0 Schen	1886	2081		Sc.	12-31-25
638 C-3	4-4-0 Schen	1886	2082		Sc.	7- 7-19
639 C-3	4-4-0 Schen	1886	2083		Sc.	10-21-19
640 C-3	4-4-0 Schen	1886	2084		Sc.	5- 5-20
641 C-3	4-4-0 Schen	1886	2085	Rebuilt to class C-5, 1-23.	Sc.	3-21-29
642 C-3	4-4-0 Schen	1886	2086		Sc.	3-17-20
643 C-3	4-4-0 Schen	1886	2087	Rebuilt to class C-5, 11-16.	Sc.	10-11-28
644 —	— See Note "A"			See Note "A".	Sc.	5-24-86
644 E-2	4-4-0 Grant	1874		Orig. 332. Changed to 644, 7-5-86.	Sold	3-28-00
644 R	4-6-0 Schen	1900	5356		Sc.	6- 4-35
645 Q-1	4-4-0 C&NW	1867		See Note "A".	Sc.	9- 1-87
645 Q-1	4-4-0 C&NW	1867		Orig. 95. Changed to 645, 9-10-87.	Sc.	5- 3-90
645 S-2	4-6-0 Schen	1890	3024		Sc.	6-30-25
646 O-3	4-4-0 MK&A	1867		See Note "A".	Sc.	11-26-91
646 S-4	4-6-0 Schen	1891	3565	Originally simple. Rebuilt with Baldwin compound cylinders 4-12-97. Rebuilt and made simple 9-20-01. Rebuilt 1-1921.	Sc.	8-12-31
647 O-3	4-4-0 MK&A	1867		See Note "A".	Sc.	11-26-91
647 S-4	4-6-0 Schen	1891	3566		Sc.	10-31-25
648 O-3	4-4-0 MK&A	1867		See Note "A".	Sc.	4-23-90
648 S-2	4-6-0 Schen	1890	3301	Rebuilt 11-21.		
649 O-3	4-4-0 MK&A	1867		See Note "A".	Sc.	5- 6-90
649 S-2	4-6-0 Schen	1890	3025		Sc.	6-30-25
650 —	— See Note "A"			See Note "A".	Sc.	10- 8-88
650 D-12	4-6-0 Bald	1888	9509		Sc.	12-22-17
651 O-6	4-4-0 MK&A	1867		Rebuilt 1885. See Note "A".	Sold	2- 8-00
651 R	4-6-0 Schen	1900	5357		Sc.	7-11-35
652 —	— C&NW	1866		See Note "A".	Sc.	5- 6-90
652 S-2	4-6-0 Schen	1890	3026	Rebuilt 11-23.	Sc.	3-20-30
653 —	— See Note "A"				Sc.	10- 8-88
653 D-12	4-6-0 Bald	1888	9510		Sc.	3- 5-21
654 C-3	4-4-0 Schen	1887	2253	Rebuilt to class C-5, 10-16.	Sc.	2- 6-29
655 C-3	4-4-0 Schen	1887	2254	Rebuilt to class C-5, 12-20.	Sc.	3- 6-30
656 C-3	4-4-0 Schen	1887	2255	Rebuilt to class C-5, 4-16.	Sc.	1-21-29
657 C-3	4-4-0 Schen	1887	2256		Sc.	12-31-25
658 C-3	4-4-0 Schen	1887	2257	Rebuilt to class C-5, 8-16.	Sc.	12-10-28
659 C-3	4-4-0 Schen	1887	2258	Rebuilt to class C-5, 11-23.	Sc.	2-14-29
660 C-3	4-4-0 Schen	1887	2259		Sc.	11-25-19

661 C-3	4-4-0 Schen	1887	2260	Rebuilt to class C-5, 1-31-23.	Sc. 5-11-27
662 C-3	4-4-0 Schen	1887	2261	Rebuilt to class C-5, 8-16.	Sc. 7-23-31
663 C-3	4-4-0 Schen	1887	2262		Sc. 12- 1-19
664 C-3	4-4-0 Schen	1887	2263		Sc. 11-26-19
665 C-3	4-4-0 Schen	1887	2264		Sc. 6-18-17
666 C-3	4-4-0 Schen	1887	2265	Rebuilt to class C-5, 11-30-20.	Sc. 11- 1-26
667 C-3	4-4-0 Schen	1887	2266		Sc. 3-13-20
668 C-3	4-4-0 Schen	1887	2267		Sc. 11-11-19
669 C-3	4-4-0 Schen	1887	2268	Rebuilt to class C-5, 6-27-16.	Sc. 5- 1-35
670 C-3	4-4-0 Schen	1887	2269	Rebuilt to class C-5, 10-20-21.	Sc. 5-11-27
671 C-3	4-4-0 Schen	1887	2270	Rebuilt to class C-5, 8-21.	Sc. 1-19-29
672 C-3	4-4-0 Schen	1887	2271	Rebuilt to class C-5, 6-24-16.	Sc. 11-29-26
673 C-3	4-4-0 Schen	1887	2272	Rebuilt to class C-5, 4-21.	Sc. 2-13-29
674 C-3	4-4-0 Schen	1887	2273	Rebuilt to class C-5, 3-16.	Sc. 7-15-31
675 C-3	4-4-0 Schen	1887	2274	Rebuilt to class C-5, 8-19.	Sc. 3- 1-29
676 C-3	4-4-0 Schen	1887	2275	Rebuilt to class C-5, 2-28-23.	Sc. 4-16-35
677 C-3	4-4-0 Schen	1887	2276	Rebuilt to class C-5, 1-31-22.	Sc. 4-22-35
678 C-3	4-4-0 Schen	1887	2277	Rebuilt to class C-5, 2-23.	Sc. 3-21-29
679 C-3	4-4-0 Schen	1887	2278		Sc. 12-31-25
680 C-3	4-4-0 Schen	1887	2279	Rebuilt to class C-5, 12-20.	Sc. 2- 6-30
681 C-3	4-4-0 Schen	1887	2280	Rebuilt to class C-5, 1-25-17.	Sc. 11- 1-26
682 C-3	4-4-0 Schen	1887	2281	Rebuilt to class C-5, 8-16.	Sc. 2-28-29
683 C-3	4-4-0 Schen	1887	2282	Rebuilt to class C-5, 9-16. Changed to FEMV 96, 11-15-97; 1296, 4-03.	Sc. 5- 6-27
683 R	4-6-0 Schen	1897	4633	Rebuilt 11-22.	Sc. 6-24-35
684 C-3	4-4-0 Schen	1887	2483		Sc. 10-20-19
685 C-5	4-4-0 Schen	1888	2549	Chgd. to SC&P 1, 8-18-95; 887, 9-01.	Sc. 4-20-20
685 M	0-6-0 Schen	1896	4422		Sc. 11-26-28
686 C-5	4-4-0 Schen	1888	2550	Rebuilt 7-24-16.	Sc. 2- 8-27
687 C-5	4-4-0 Schen	1888	2551	Rebuilt 1-18-23.	Sc. 12-21-28
688 C-5	4-4-0 Schen	1888	2552	Rebuilt 5-4-16.	Sc. 12- 9-26
689 C-5	4-4-0 Schen	1888	2553	Rebuilt 4-13-16. Changed to SC&P 888, 9-01.	Sc. 12- 8-17-95
689 M	0-6-0 Schen	1896	4423		Sc. 11-11-26
690 C-5	4-4-0 Schen	1888	2554		Sc. 12- 5-28
691 C-5	4-4-0 Schen	1888	2555	Rebuilt 5-21.	Sc. 12-23-14
692 C-5	4-4-0 Schen	1888	2556	Rebuilt 3-21-21.	Sc. 7-30-31
693 C-5	4-4-0 Schen	1888	2557		Sc. 4-19-35
694 C-5	4-4-0 Schen	1888	2558		Sold 12-31-25
695 C-5	4-4-0 Schen	1888	2559	Rebuilt 6-25-20.	Sc. 5-28-20
696 C-5	4-4-0 Schen	1888	2560	Rebuilt 5-27-16.	Sc. 2-16-29
697 C-5	4-4-0 Schen	1888	2561	Rebuilt 12-22-16.	Sc. 1- 2-27
698 C-5	4-4-0 Schen	1888	2562	Rebuilt 5-21.	Sc. 12- 9-26
699 C-5	4-4-0 Schen	1888	2563	Rebuilt 4-29-19.	Sc. 2-15-29
700 C-5	4-4-0 Schen	1888	2564	Rebuilt 11-19.	Sc. 7-23-31
701 C-5	4-4-0 Schen	1888	2565	Rebuilt 5-21-23.	Sc. 12-28-28
702 C-5	4-4-0 Schen	1888	2566	Rebuilt 2-28-23.	Sc. 12- 1-26
703 C-5	4-4-0 Schen	1888	2567	Rebuilt 4-28-19.	Sc. 5-16-27
704 C-5	4-4-0 Schen	1888	2568		Sc. 1- 2-27
705 S-1	4-6-0 Schen	1888	2611		Sc. 6- 9-26
706 S-1	4-6-0 Schen	1888	2612		Sc. 1-22-23
707 S-1	4-6-0 Schen	1888	2613		Sc. 1-31-23
708 S-1	4-6-0 Schen	1888	2614		Sc. 3-12-27
709 S-1	4-6-0 Schen	1888	2615		Sc. 10-18-21
710 S-1	4-6-0 Schen	1888	2616		Sc. 4-13-27
711 S-1	4-6-0 Schen	1888	2617		Sc. 8- 3-24
712 S-1	4-6-0 Schen	1888	2618		Sc. 6- 8-24
713 S-1	4-6-0 Schen	1888	2619		Sc. 8- 3-24
714 S-1	4-6-0 Schen	1888	2620		Sc. 1-10-23
715 S-1	4-6-0 Schen	1888	2621		Sc. 6- 7-22
716 S-1	4-6-0 Schen	1888	2622		Sc. 4-23-27
					Sc. 9-26-21

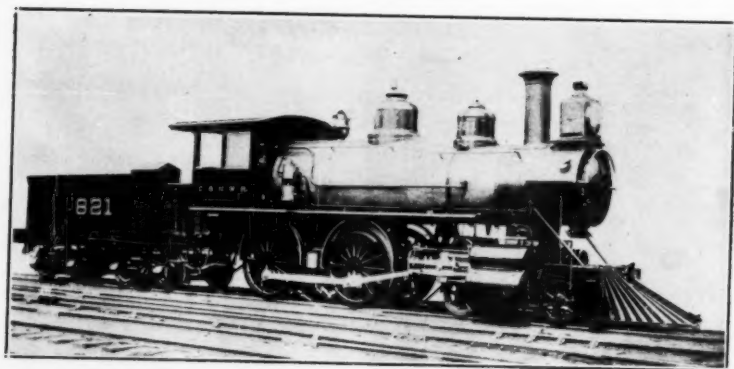
717 S-1	4-6-0 Schen	1888	2623	Sold	6-30-25
718 S-1	4-6-0 Schen	1888	2624	Sold	6-30-25
719 S-1	4-6-0 Schen	1888	2625	Sc.	4-23-27
720 S-1	4-6-0 Schen	1888	2626	Sc.	4-23-27
721 S-1	4-6-0 Schen	1888	2627	Sc.	6- 8-24
722 S-1	4-6-0 Schen	1888	2628	Sc.	11- 5-21
723 S-1	4-6-0 Schen	1888	2629	Sc.	8- 3-24
724 S-1	4-6-0 Schen	1888	2630	Sc.	8-27-30
725 K-3	0-6-0 Schen	1888	2536	Converted to Shop Tfr. #12, 3-30-21.	Sc. 2-18-28
726 K-3	0-6-0 Schen	1888	2537	Converted to Shop Tfr. #18, 6-19-24.	Sc. 5-25-28
727 K-3	0-6-0 Schen	1888	2538	Sc.	3-17-23
728 K-3	0-6-0 Schen	1888	2539	Converted to Shop Tfr. #15, 12-24-23.	Sc. 7-17-28
729 K-3	0-6-0 Schen	1888	2540	Sc.	10-29-21
730 K-3	0-6-0 Schen	1888	2541	Sc.	12-30-22
731 K-3	0-6-0 Schen	1888	2542	Sc.	10-12-21
732 K-3	0-6-0 Schen	1888	2543	Sc.	5-10-25
733 K-3	0-6-0 Schen	1888	2544	Sold to South Elgin Sand & Gravel Co., S. Elgin, Ill., 5-24-23.	Sc. 1-19-23
734 K-3	0-6-0 Schen	1888	2545	Sc.	4- 9-23
735 K-3	0-6-0 Schen	1890	2997	Converted to Shop Tfr. #17, 1-17-24.	Sc. 5-25-28
736 K-3	0-6-0 Schen	1890	2998	Sc.	4-30-23
737 K-3	0-6-0 Schen	1890	2999	Sc.	10-25-21
738 K-3	0-6-0 Schen	1890	3000	Converted to Shop Tfr. #11, 11-22-20.	Sc. 5-21-23
739 K-3	0-6-0 Schen	1890	3001	Sc.	9-20-24
740 K-3	0-6-0 Schen	1890	3002	Sc.	2- 5-23
741 K-3	0-6-0 Schen	1890	3003	Converted to Shop Tfr. #14, 3-30-23.	Sc. 11- 3-28
742 K-3	0-6-0 Schen	1890	3004	Sc.	12-30-22
743 K-3	0-6-0 Schen	1890	3005	Converted to Shop Tfr. #13, 12-30-23.	Sc. 7-31-28
744 K-3	0-6-0 Schen	1890	3006	Sc.	8-25-25
745 S-2	4-6-0 Schen	1890	3007	Sc.	11-30-25
746 S-2	4-6-0 Schen	1890	3008	Sc.	8- 3-16
747 S-2	4-6-0 Schen	1890	3009	Rebuilt 12-20.	Sc. 1-28-29
748 S-2	4-6-0 Schen	1890	3010	Sc.	5-20-16
749 S-2	4-6-0 Schen	1890	3011	Sc.	6-30-25
750 S-2	4-6-0 Schen	1890	3012	Rebuilt 4-21.	Sc. 2-19-29
751 S-2	4-6-0 Schen	1890	3013	Rebuilt 12-26-23.	See Note "A"
752 S-2	4-6-0 Schen	1890	3014	Sc.	6- 5-16
753	4-4-0 McK&A	1867		See Note "A"	Sc. 7-15-31
753 S-2	4-6-0 Schen	1890	3015	See Note "A"	Sc. 10- 6-28
754	4-4-0 McK&A	1867		See Note "A"	Sc. 4-14-28
754 S-2	4-6-0 Schen	1890	3016	Rebuilt 9-21.	See Note "A"
755	4-4-0 McK&A	1867		Rebuilt 1885.	Sc. 10-31-25
755 S-2	4-6-0 Schen	1891	3391	Rebuilt 10-21.	Sc. 12-18-26
756	4-4-0 McK&A	1867		See Note "A"	Sc. 4-14-28
756 S-2	4-6-0 Schen	1891	3392	Rebuilt 10-21.	See Note "A"
757	4-4-0 McK&A	1867		See Note "A"	Sc. 10-31-25
757 S-2	4-6-0 Schen	1891	3393	See Note "A"	Sc. 12-18-26
758	4-4-0 McK&A	1867		See Note "A"	Sc. 4-14-28
758 S-2	4-6-0 Schen	1891	3394	See Note "A"	Sc. 10-31-25
759	4-4-0 C&NW	1866		See Note "A"	Sc. 3-16-20
759 S-2	4-6-0 Schen	1891	3395	See Note "A"	Sc. 11-30-25
760	4-4-0 C&NW	1866		See Note "A"	Sc. 10- 6-28
760 S-2	4-6-0 Schen	1891	3396	See Note "A"	Sc. 2-14-29
761	4-4-0 (Probably Rogers	1854,	rebuilt 1867)		
761 S-2	4-6-0 Schen	1891	3397		
762	4-4-0 (Probably Rogers	1854,	rebuilt 1865)		
762 S-2	4-6-0 Schen	1891	3398		
763 S-2	4-6-0 Schen	1891	3399	Rebuilt 10-21.	
764 S-2	4-6-0 Schen	1891	3400	Rebuilt 1-22-24.	
765 S-2	4-6-0 Schen	1891	3401	Rebuilt 5-24.	
766 S-2	4-6-0 Schen	1891	3402	Rebuilt 2-28-22.	

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Courtesy of Baldwin Locomotive Works.

C. & N. W. #820, class D-13, Vaucrain balanced compound.



Courtesy of Baldwin Locomotive Works.

C. & N. W. #821, class D-14, Vaucrain balanced compound.

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767 S-2	4-6-0 Schen	1891	3403		Sc. 10-19-25
768 S-2	4-6-0 Schen	1891	3404	Rebuilt 11-20.	Sc. 3- 1-29
769 S-2	4-6-0 Schen	1891	3405	Rebuilt 11-20.	Sc. 7-16-31
770 S-2	4-6-0 Schen	1891	3406	Rebuilt 5-21.	Sc. 7-15-31
771 S-2	4-6-0 Schen	1891	3407		Sc. 6-30-25
772 S-2	4-6-0 Schen	1891	3408		Sc. 5-10-25
773 S-2	4-6-0 Schen	1891	3409		Sc. 11-30-25
774 S-2	4-6-0 Schen	1891	3410		Sc. 2-10-17
775 S-2	4-6-0 Schen	1891	3411	Rebuilt 4-23-21.	
776 K-3	0-6-0 Schen	1891	3413		Sc. 6-23-22
777 K-3	0-6-0 Schen	1891	3414		Sc. 10-24-22
778 K-3	0-6-0 Schen	1891	3415		Sc. 4-30-23
779 K-3	0-6-0 Schen	1891	3416		Sc. 4-21-23
780 K-3	0-6-0 Schen	1891	3417		Sc. 10-21-21
781 S-3	4-6-0 Schen	1891	3353		Sc. 5- 5-20
782 S-3	4-6-0 Schen	1891	3354		Sc. 5- 8-25
783 S-3	4-6-0 Schen	1891	3355		Sc. 10-13-19
784 S-3	4-6-0 Schen	1891	3356		Sc. 11-29-22
785 S-3	4-6-0 Schen	1891	3357		Sc. 8- 3-24
786 S-3	4-6-0 Schen	1891	3358		Sc. 1- 5-23
787 S-3	4-6-0 Schen	1891	3359		Sc. 11-18-22
788 S-3	4-6-0 Schen	1891	3360		Sc. 3-21-20
789 S-3	4-6-0 Schen	1891	3361		Sc. 1-15-23
790 S-3	4-6-0 Schen	1891	3362		Sc. 8- 3-24
791 S-3	4-6-0 Schen	1891	3363		Sc. 5- 8-25
792 S-3	4-6-0 Schen	1891	3364		Sc. 11-11-22
793 S-3	4-6-0 Schen	1891	3365		Sc. 5- 8-25
794 S-3	4-6-0 Schen	1891	3366		Sc. 1-22-23
795 S-5	4-6-0 Schen	1892	3704	Chgd. to class S-4, 10-10-16.	Rebuilt 11-10-20.
796 S-5	4-6-0 Schen	1892	3705	Chgd. to class S-4, ab. 1916.	Rebuilt 10-29-21.
					Sc. 2-13-29
797 S-4	4-6-0 Schen	1892	3708		Sc. 9- 1-25
798 S-4	4-6-0 Schen	1892	3709		Sc. 11-30-25
799 S-5	4-6-0 Schen	1892	3710	Chgd. to class S-4, 5-1-18.	Sc. 8-18-20
800 S-4	4-6-0 Schen	1892	3711		Sc. 12-12-25
801 S-4	4-6-0 Schen	1892	3712	Rebuilt 12-21-23.	Sc. 10-12-28
802 S-4	4-6-0 Schen	1892	3713	Rebuilt 1-12-21.	Sc. 7-17-31
803 S-4	4-6-0 Schen	1892	3714	Rebuilt 11-23.	Sc. 7-18-31
804 S-4	4-6-0 Schen	1892	3715	Rebuilt 11-17-23.	Sc. 7- 7-31
805 S-4	4-6-0 Schen	1892	3716	Rebuilt 11-24-20.	Sc. 9-23-27
806 S-4	4-6-0 Schen	1892	3717	Rebuilt 2-24.	Sc. 7-13-31
807 S-4	4-6-0 Schen	1892	3718	Rebuilt 11-24-23.	Sc. 8- 6-27
808 S-4	4-6-0 Schen	1892	3719	Rebuilt 2-21-21.	Sc. 7-21-31
809 S-4	4-6-0 Schen	1892	3720	Rebuilt 10-22-21.	
810 S-4	4-6-0 Schen	1892	3721	Rebuilt 3-22.	Sc. 7-22-31
811 S-4	4-6-0 Schen	1892	3724	Rebuilt 11-22.	Sc. 10-12-28
812 S-4	4-6-0 Schen	1892	3725		Sc. 4-25-28
813 S-4	4-6-0 Schen	1892	3726	Rebuilt 6-15-23.	
814 S-4	4-6-0 Schen	1892	3727		Sc. 6-30-25
815 S-4	4-6-0 Schen	1892	3728	Rebuilt 12-19-21.	Sc. 8-18-37
816 S-5	4-6-0 Schen	1892	3846	Changed to class S-4 ab. 1916.	Sc. 4-19-19
817 S-5	4-6-0 Schen	1892	3847	Changed to class S-4 ab. 1916.	Rebuilt 10-20.
818 S-5	4-6-0 Schen	1892	3881	Changed to class S-4 ab. 1916.	Rebuilt 3-25-21.
819 S-6	4-6-0 Schen	1892	3882	Originally cross compound, changed to simple and class S-4, 11-17-03.	Rebuilt 12-28-21.
					Sc. 9-21-37
820 D-13	4-6-0 Bald	1892	12930	Originally Vauclain compound; Changed to simple 12-3-01.	Sc. 8-12-26
821 D-14	4-4-0 Bald	1892	12916	Originally Vauclain compound; Changed to simple 9-7-99.	Sc. 5-26-22
822 S-4	4-6-0 Schen	1892	3934		Sc. 12-22-26

823 S-4	4-6-0 Schen	1892	3935	Rebuilt 10-29-21.	Sc. 5-21-27
824 S-4	4-6-0 Schen	1892	3936	Rebuilt 10-31-21.	Sc. 7-23-31
825 S-4	4-6-0 Schen	1892	3937	Rebuilt 2-21-24.	
826 S-4	4-6-0 Schen	1892	3938	Rebuilt 1-16-22.	Sc. 9-19-27
827 S-4	4-6-0 Schen	1892	3939	Rebuilt 2-28-21.	Sc. 3- 5-30
828 S-4	4-6-0 Schen	1892	3940		Sc. 10-31-25
829 S-4	4-6-0 Schen	1892	3941	Rebuilt 5-21.	Sc. 7-16-31
830 S-4	4-6-0 Schen	1892	3942	Rebuilt 2-2-21.	Sc. 7-16-31
831 S-4	4-6-0 Schen	1892	3943	Rebuilt 12-7-21.	Sc. 7-16-31
832 S-4	4-6-0 Schen	1892	3944	Rebuilt 11-30-23.	Sc. 2- 9-29
833 S-4	4-6-0 Schen	1892	3945	Rebuilt 2-26-24.	
834 S-4	4-6-0 Schen	1892	3946	Rebuilt 12-14-21.	
835 S-4	4-6-0 Schen	1892	3947		Sc. 2- 6-26
836 S-4	4-6-0 Schen	1892	3948	Originally simple; rebuilt with Richmond compound cylinders 7-1-96; changed to simple 3-24-02. Rebuilt 12-21.	Sc. 5-10-35
837 M	0-6-0 Schen	1900	5279		Sc. 7-20-31
838 M	0-6-0 Schen	1900	5280		Sc. 10-12-28
839 M	0-6-0 Schen	1900	5281		Sc. 5- 3-35
840 M	0-6-0 Schen	1900	5282		Sc. 3- 1-30
841 M	0-6-0 Schen	1900	5283		
842 M	0-6-0 Schen	1900	5284		Sc. 1-22-30
843 M	0-6-0 Schen	1900	5285		Sc. 6-24-31
844 M	0-6-0 Schen	1900	5286		Sc. 7- 8-31
845 M	0-6-0 Schen	1900	5287		Sc. 7-11-31
846 M	0-6-0 Schen	1900	5288		Sc. 10- 9-28
847 M	0-6-0 Schen	1900	5289		Sc. 7-30-31
848 M	0-6-0 Schen	1900	5290		Sc. 5- 3-35
849 M	0-6-0 Schen	1900	5291		Sc. 7-17-31
850 M	0-6-0 Schen	1900	5292		Sc. 7-17-31
851 M	0-6-0 Schen	1900	5293		Sc. 5-14-35
852 M	0-6-0 Schen	1900	5294		Sc. 5-16-35
853 M	0-6-0 Schen	1900	5295		Sc. 7-30-31
854 M	0-6-0 Schen	1900	5296		
855 M	0-6-0 Schen	1900	5297		Sc. 4-30-31
856 M	0-6-0 Schen	1900	5298		Sc. 6-26-31
857 R	4-6-0 Schen	1900	5299		Sc. 7- 2-31
858 R	4-6-0 Schen	1900	5300		Sc. 5-16-35
859 R	4-6-0 Schen	1900	5301		Sc. 5-20-35
860 R	4-6-0 Schen	1900	5302		Sc. 6-29-31
861 R	4-6-0 Schen	1900	5303		Sc. 4-12-35
862 R	4-6-0 Schen	1900	5304	Rebuilt 9-26.	Sc. 5-29-37
863 R	4-6-0 Schen	1900	5305	Rebuilt 4-24.	Sc. 10-11-28
864 R	4-6-0 Schen	1900	5306		Sc. 6-24-31
865 R	4-6-0 Schen	1900	5307		Sc. 4-19-35
866 R	4-6-0 Schen	1900	5308		Sc. 10-28-35
867 R	4-6-0 Schen	1900	5309		Sc. 4-16-35
868 R	4-6-0 Schen	1900	5310		Sc. 5-13-35
869 R	4-6-0 Schen	1900	5311		Sc. 5-31-35
870 R	4-6-0 Schen	1900	5312	Rebuilt 9-24.	Sc. 7-27-31
871 R	4-6-0 Schen	1900	5313		Sc. 4- 5-29
872 R	4-6-0 Schen	1900	5314		
873 R	4-6-0 Schen	1900	5315	Rebuilt 9-26.	Sc. 8- 9-35
874 R	4-6-0 Schen	1900	5316		Sc. 4-19-35
875 R	4-6-0 Schen	1900	5317		Sc. 7-24-31
876 R	4-6-0 Schen	1900	5318		
877 R	4-6-0 Schen	1900	5319	Rebuilt 8-26.	
878 R	4-6-0 Schen	1900	5320	Rebuilt 10-26.	
879 R	4-6-0 Schen	1900	5321		Sc. 3-20-29
880 R	4-6-0 Schen	1900	5322		Sc. 7- 8-31
881 R	4-6-0 Schen	1900	5323		Sc. 7-24-31

882 R	4-6-0 Schen	1900	5324	Rebuilt 11-24	Sc. 5-25-35
883 R	4-6-0 Schen	1900	5325		Sc. 11-20-28
884 R	4-6-0 Schen	1900	5326		Sc. 7-10-31
885 R	4-6-0 Schen	1900	5327		Sc. 4-23-37
886 R	4-6-0 Schen	1900	5328		Sc. 10-25-28
887 C-5	4-4-0 Schen	1888	2549	Orig. 685. Chgd. to SC&P 1, 8-18-95;	887, 9-01.
					Sc. 4-20-20
888 C-5	4-4-0 Schen	1888	2553	Reb. 4-13-16. Orig. 689. Chgd. to SC&P 12,	8-17-95; 888, 9-01.
					Sc. 11-11-26
889 A-3	4-4-0 Schen	1883	1740	Orig. 520. Chgd. to W&SP 1, 11-12-87; 889,	6-18-00.
					Sc. 9-4-13
890 B-1	4-4-0 C&NW	1883		Orig. W&SP 2. Chgd. to 890, 6-6-00.	Sc. 2-23-11
890 E-1	4-6-2 Schen	1910	49030	Rebuilt 8-25.	
891 A-3	4-4-0 C&NW	1884		Orig. 71. Chgd. to W&SP 3, 10-1-88; 891, 6-28-	01.
					Sc. 11-2-12
892 A-3	4-4-0 Schen	1883	1728	Orig. 508. Chgd. to WSP 4, 10-15-97; 892, ab.	1900.
					Sc. 9-14-12
893 B-1	4-4-0 C&NW	1880		Orig. 67. Chgd. to WSP 5, 8-9-87; 893, 3-3-00.	Sold 10-22-09
893 R-1	4-6-0 Schen	1908	45746		
894 B-1	4-4-0 C&NW	1880		Orig. 374. Chgd. to WSP 6, 10-6-88; 894, 9-1-00.	Sc. 6-8-10
894 R-1	4-6-0 Schen	1908	45747		
895 Q-3	4-4-0 Rogers	1866		Reb. 1884. Orig. WSP 7. Chgd. to 895, 2-5-00.	Sold 11-17-03
895 D	4-4-2 Schen	1904	29711		
896 Q-3	4-4-0 Rogers	1866		Orig. WSP 8. Chgd. to 896, 2-17-00.	Sc. 11- -00
896 R-1	4-6-0 Schen	1901	5851		
897 A-3	4-4-0 Schen	1883	1795	Orig. 533. Chgd. to WSP 9, 3-10-91; 897, 8-31-00.	Sc. 10-5-14
898 A-3	4-4-0 Schen	1883	1797	Orig. 535. Chgd. to WSP 10, 1-26-91; 898, 10-00.	Sc. 12-31-14
899 D-3	4-4-0 Bald	1881	5595	Orig. 421. Chgd. to WSP 11, 4-16-93; 899, 2-22-	01.
					Sc. 4-9-06
899 R-1	4-6-0 Schen	1906	38532		
900 A-3	4-4-0 Schen	1883	1731	Orig. 511. Chgd. to WSP 12, 12-5-89; 900, 2-17-	00.
					Sc. 9-10-12
901 —	— —	—	—	Orig. MLSW 1. Chgd. to 901, 9-1-93.	Sc. 9-1-94
901 A	4-4-0 Schen	1895	4331	Rebuilt 9-25.	Sc. 7-23-35
902 —	4-4-0 Bald	1871		Orig. MLSW 2, class A. Chgd. to 902, 1893.	Sc. 5- -98
902 A	4-4-0 Schen	1898	4687		Sc. 5-5-28
903 —	4-4-0 Bald	1871		Orig. MLSW 3, class A. Chgd. to 903, 11-93;	912, 5-12-98.
					Sc. 10-4-01
903 A	4-4-0 Schen	1898	4688		Sc. 3-18-27
904 —	4-4-0 D.&C.	1874		Orig. MLSW 4, class B. Chgd. to 904, 9-93.	Sc. 3- -98
					Sc. 10-19-28
904 A	4-4-0 Schen	1898	4689		
905 —	4-4-0 D.&C.	1874		Orig. MLSW 5, class B. Chgd. to 905, 1893.	Sc. 12-24-28
905 A	4-4-0 Schen	1898	4690		
906 —	4-4-0 D.&C.	1874		Orig. MLSW 6, class B. Chgd. to 906, 1893.	Sold to Yewkey Lbr. Co. 11-95.
					Sc. 7-9-31
906 A	4-4-0 Schen	1895	4377		
907 —	4-4-0 D.&C.	1874		Orig. MLSW 7, class B. Chgd. to 907, 1893.	Sc. 1- -97
907 R	4-6-0 Schen	1897	4610		Chgd. to 90, 2-24-98.
907 A	4-4-0 Schen	1898	4691		Sc. 3-24-27
908 —	4-4-0 D.&C.	1874			Sc. 11-27-28
				Orig. MLSW 8, class B. Chgd. to 908, 11-93.	Sold to Sprague Stuart Lbr. Co. 1-12-95.

908 A	4-4-0 Schen	1895	4332			Sc. 4-20-28
909 —	4-4-0 Rd Is	1877		Orig. MLSW 9, class D.	Chgd. to 909, 9-93.	
909 K	0-6-0 Rd Is	1902	26523			Sc. ab. 1902
910 —	0-4-0 Rd Is	1877		Orig. MLSW 10, class C.	Chgd. to 910, 1893.	Sc. 3-31-30
						Sold 7-25-01
910 R-1	4-6-0 Schen	1901	5852			
911 —	4-4-0 Rd Is	1877		Orig. MLSW 11, class E-5.	Chgd. to 911, 11-93.	Sc. 7-25-01
911 R-1	4-6-0 Schen	1901	5853			
912 —	4-4-0 Rd Is	1877		Orig. MLSW 12, class G.	Chgd. to 912, 1893.	
912 —	4-4-0 Bald	1871		Orig. MLSW 3, class A.	Chgd. to 903, 11-93;	Sc. 5-12-98
					912, 5-12-98.	Sc. 10- 4-01
912 R-1	4-6-0 Schen	1901	5854			
913 J-1	4-4-0 Rd Is	1879		Orig. MLSW 13, class E-1.	Chgd. to 913, 10-93.	Sc. 3-17-02
913 K	0-6-0 Rd Is	1902	25387			Sc. 3-31-27
914 J-1	4-4-0 Rd Is	1879		Orig. MLSW 14, class E-1.	Chgd. to 914, 1893.	Sc. 7- -06
914 M-1	0-6-0 Rd Is	1906	39266			Sc. 4-25-35
915 J-1	4-4-0 Rd Is	1879		Orig. MLSW 15, class E-1.	Chgd. to 915, 11-93.	Sc. 1- -06
915 R-1	4-6-0 Schen	1906	38533			
916 J-2	4-4-0 Rd Is	1879	806		Orig. MLSW 16, class E-2.	Chgd. to 916, 11-93.
						Sc. 4-22-05
916 R-1	4-6-0 Schen	1905	30313			
917 J-2	4-4-0 Rd Is	1880	817		Orig. MLSW 17, class E-2.	Chgd. to 917, 1893.
						Sc. 5-15-05
917 R-1	4-6-0 Schen	1905	30314			
918 J-2	4-4-0 Rd Is	1880	818		Orig. MLSW 18, class E-2.	Chgd. to 918, 11-93.
						Sc. 5-16-06
918 M-1	0-6-0 Rd Is	1906	38074			
919 —	0-4-0 Rd Is	1880	836		Orig. MLSW 19, class C.	Chgd. to 919, 1893.
						Sold 11-24-99
919 R	4-6-0 Schen	1900	5358		Rebuilt 9-26.	Sc. 7-22-31
920 I-1	2-6-0 Rd Is	1890	2512		Orig. MLSW 20, class I-1.	Chgd. to 920, 10-93.
						Sc. 7- 7-25
921 —	4-4-0 Port	1880	359		Orig. MLSW 21, class F.	Chgd. to 921, 1-94.
						Sc. 10- 4-01
921 R-1	4-6-0 Schen	1901	5855			
922 —	4-4-0 Port	1880	361		Orig. MLSW 22, class F.	Chgd. to 922, 12-93.
						Sc. 11- 7-01
922 R-1	4-6-0 Schen	1901	5856			
923 J-3	4-4-0 Rd Is	1880	907		Orig. MLSW 23, class E-3.	Chgd. to 923, 11-93.
						Sc. 7- -05
923 R-1	4-6-0 Schen	1906	38534			
924 J-3	4-4-0 Rd Is	1880	908		Orig. MLSW 24, class E-3.	Chgd. to 924, 12-93.
						Sc. 9- -05
924 R-1	4-6-0 Schen	1906	38535			
925 J-3	4-4-0 Rd Is	1880	868		Orig. MLSW 20, cl. E-3.	Chgd. to MLSW 25
					(prob. on del'y.) 925, 1893.	Sc. 4-23-07
925 R-1	4-6-0 Bald	1907	31747			
926 J-3	4-4-0 Rd Is	1880	869		Orig. MLSW 21, cl. E-3.	Chgd. to MLSW 26
					(Prob. on del'y.) 926, 1893.	Sc. 8-18-08
926 R-1	4-6-0 Schen	1908	45748			
927 J-3	4-4-0 Rd Is	1880	906		Orig. MLSW 22, cl. E-3.	Chgd. to MLSW 27
					(Prob. on del'y.) 927, 10-93.	Sc. 7-24-08
927 R-1	4-6-0 Schen	1908	45749			
928 J	4-4-0 Brooks	1880			Orig. MLSW 28, class J.	Chgd. to 928, 10-93.
					Sold to Big Falls RR.,	10-22-95.

928 A	4-4-0 Schen	1895	4378		Sc. 4-30-31
929-1-2	2-6-0 Rd Is	1891	2562	Orig. MLSW 113, class 1-2.	Chgd. to 929, 10-93.
930 1-1	2-6-0 Rd Is	1891	2513	Orig. MLSW 30, class 1-1.	Chgd. to 930, 10-93.
931 1-1	2-6-0 Rd Is	1890	2514	Orig. MLSW 31, class 1-1	Chgd. 931, 10-93.
932 1-1	2-6-0 Rd Is	1890	2515	Orig. MLSW 32, class 1-1.	Chgd. to 932, 10-93.
933 J-4	4-4-0 MLS&W	1885		Orig. MLSW 33, class J-4.	Chgd. to 933, 1893.
933 G	4-8-0 NG Schen	1902	27601	Orig. FEMV 212.	Chgd. to 1302, 6-03; 933, 1-05.
934 J-3	4-4-0 Rd Is	1881	1093	Orig. MLSW 34, class J-3.	Chgd. to 934, 12-93.
934 R-1	4-6-0 Bald	1907	31784		Sc. 7- -07
935 J-3	4-4-0 Rd Is	1881	1094	Orig. MLSW 35, class J-3.	Chgd. to 935, 1893.
935 R-1	4-6-0 Bald	1907	31830		Sc. 7- -07
936 J-3	4-4-0 Rd Is	1881	1095	Orig. MLSW 36, class J-3.	Chgd. to 936, 11-93.
936 R-1	4-6-0 Bald	1907	31855		Sc. 8- -07
937 J-3	4-4-0 Rd Is	1881	1096	Orig. MLSW 37, class J-3.	Chgd. to 937, 1893.
937 R-1	4-6-0 Bald	1907	31856		Sc. 7- -06
938 J-3	4-4-0 Rd Is	1881	1097	Orig. MLSW 38, class J-3.	Chgd. to 938, 11-93.
938 R-1	4-6-0 Bald	1907	31884		Sc. 8- -07
939 J-3	4-4-0 Rd Is	1881	1098	Orig. MLSW 39, class J-3.	Chgd. to 939, 10-93.
939 R-1	4-6-0 Schen	1901	5857		Sc. 11- 7-01
940 X	4-4-0 Rd Is	1883	1320	Orig. MLSW 40, class K.	Chgd. to 940, 1-94.
940 L	4-6-2 Schen	1910	49012		Sc. 1-25-10
941 X	4-4-0 Rd Is	1883	1321	Orig. MLSW 41, class K.	Chgd. to 941, 10-93.
941 E-1	4-6-2 Schen	1910	49031		Sc. 1- -11
942 X-1	4-4-0 Rd Is	1883	1384	Orig. MLSW 42, class K-1.	Chgd. to 942, 1893.
942 E-1	4-6-2 Schen	1910	49032		Sc. 8-21-11
943 X-1	4-4-0 Rd Is	1883	1385	Orig. MLSW 43, class K-1.	Chgd. to 943, 11-93.
943 E-1	4-6-2 Schen	1910	49033		Sc. 5-29-11
944 X-1	4-4-0 Rd Is	1883	1386	Orig. MLSW 44, class K-1.	Chgd. to 944, 10-93.
944 E-1	4-6-2 Schen	1910	49034	Sold to Mattoon Lbr. Co.	2-21-11.
945 X-1	4-4-0 Rd Is	1883	1387	Orig. MLSW 45, class K-1.	Chgd. to 945, 12-93.
946 X-2	4-4-0 Rd Is	1884	1484	Orig. MLSW 46, class K-2.	Chgd. to 946, 9-93.
947 X-2	4-4-0 Rd Is	1884	1485	Orig. MLSW 47, class K-2.	Chgd. to 947, 1893.
948 X-2	4-4-0 Rd Is	1884	1486	Orig. MLSW 48, class K-2.	Chgd. to 948, 1893.
949 X-2	4-4-0 Rd Is	1884	1487	Orig. MLSW 49, class K-2.	Chgd. to 949, 12-93.
950 X-2	4-4-0 Rd Is	1884	1483	Orig. MLSW 3, class K-2.	Chgd. to MLSW 50,
951 1-1	2-6-0 Rd Is	1890	2516	1884 950, 1893.	Sc. 12-30-15
				Orig. MLSW 51, class 1-1.	Chgd. to 951, 10-93.
					Sc. 4-29-25

952 Y	4-4-0 Bald	1884	Orig. MLSW 52, class L.	Chgd. to 952, 11-93. Sc. 8- -09
952 R-1	4-6-0 Schen	1908 45750		
953 N	0-4-0 Bald	1885	Orig. MLSW 53, class M.	Chgd. to 953, 1-94. Sc. 3- 9-11
953 L	4-6-2 Schen	1910 49013		Sc. 7-12-35
954 N	0-4-0 Bald	1885	Orig. MLSW 54, class M.	Chgd. to 954, 1894. Sc. 4-25-11
954 L	4-6-2 Schen	1910 49014		Sc. 4-26-35
955 N	0-4-0 Bald	1885	Orig. MLSW 55, class M.	Chgd. to 955, 1-94. Sc. 6-14-11
955 L	4-6-2 Schen	1910 49015		Sc. 4-18-35
956 Z	4-4-0 Bald	1885 7621	Orig. MLSW 56, class N.	Chgd. to 956, 12-93; Sc. 2-26-15
957 Z	4-4-0 Bald	1885 7622	Orig. MLSW 57, class N.	Chgd. to 957, 1893; Sc. 2-26-15
958 Z	4-4-0 Bald	1885 7623	Orig. MLSW 58, class N.	Chgd. to 958, 12-93; Sc. 3-18-15
959 Z	4-4-0 Bald	1885 7624	Orig. MLSW 59, class N.	Chgd. to 959, 11-93; Sc. 12-30-15
960 Z	4-4-0 Bald	1885	Orig. MLSW 60, class N.	Chgd. to 960, 12-93. Sc. 2- 7-07
960 R-1	4-6-0 Bald	1907 31914		
961 X-3	4-4-0 Rd Is	1886 1654	Orig. MLSW 61, class K-3.	Chgd. to 961, 11-93. Sc. 1-25-10
961 L	4-6-2 Schen	1910 49016		Sc. 6-10-35
962 X-3	4-4-0 Rd Is	1886 1655	Orig. MLSW 62, class K-3.	Chgd. to 962, 1-94. Sc. 12-21-15
963 X-3	4-4-0 Rd Is	1886 1656	Orig. MLSW 63, class K-3.	Chgd. to 963, 12-93. Sc. 6-18-19
964 X-3	4-4-0 Rd Is	1886 1657	Orig. MLSW 64, class K-3.	Chgd. to 964, 10-93. Sc. 9-18-17
965 X-3	4-4-0 Rd Is	1886 1658	Orig. MLSW 65, class K-3.	Chgd. to 965, 1-94. Sc. 5-17-19
966 X-3	4-4-0 Rd Is	1886 1659	Orig. MLSW 66, class K-3.	Chgd. to 966, 12-93. Sc. 1-27-23
967 X-3	4-4-0 Rd Is	1886 1660	Orig. MLSW 67, class K-3.	Chgd. to 967, 12-93. Sc. 12-14-15
968 O	0-4-0 Rd Is	1886 1661	Orig. MLSW 68, class O.	Chgd. to 968, 12-93. Sc. 10- 2-11
968 L	4-6-2 Schen	1910 49017	Changed to coal burner, 4-6-26.	Sc. 6-29-35
969 O	0-4-0 Rd Is	1886 1662	Orig. MLSW 69, class O.	Chgd. to 969, 1893. Sc. 4-25-11
969 L	4-6-2 Schen	1910 49018		Sc. 7-17-35
970 O	0-4-0 Rd Is	1886 1663	Orig. MLSW 70, class O.	Chgd. to 970, 1-94. Sc. 7- -10
970 L	4-6-2 Schen	1910 49019		Sc. 6- 5-35
971 Z-1	4-4-0 Bald	1886	Orig. MLSW 71, class N-1.	Chgd. to 971, 1893; Sc. 6-22-13
972 Z-1	4-4-0 Bald	1886 8014	Orig. MLSW 72, class N-1.	Chgd. to 972, 1893; Sc. 5- 5-19
973 Z-1	4-4-0 Bald	1886 8019	Orig. MLSW 73, class N-1.	Chgd. to 973, 10-93; Sc. 11-18-19
974 X-3	4-4-0 Rd Is	1887 1742	Orig. MLSW 74, class K-3.	Chgd. to 974, 1-94. Sc. 2- 5-23
975 X-3	4-4-0 Rd Is	1887 1743	Orig. MLSW 75, class K-3.	Chgd. to 975, 1-94. Sc. 4-16-23
976 X-3	4-4-0 Rd Is	1887 1744	Orig. MLSW 76, class K-3.	Chgd. to 976, 1893. Sc. 5- 8-13
977 X-3	4-4-0 Rd Is	1887 1745	Orig. MLSW 77, class K-3.	Chgd. to 977, 1893. Sc. 11-24-22

978 X-3	4-4-0 Rd Is	1887 1746	Orig. MLSW 78, class K-3.	Chgd. to 978, 10-93. Sc. 6-23-22
979 X-3	4-4-0 Rd Is	1887 1747	Orig. MLSW 79, class K-3.	Chgd. to 979, 10-93. Sc. 7-19-19
980 X-3	4-4-0 Rd Is	1887 1748	Orig. MLSW 80, class K-3.	Chgd. to 980, 10-93. Sc. 1-20-23
981 X-3	4-4-0 Rd Is	1887 1767	Orig. MLSW 81, class K-3.	Chgd. to 981, 1-94. Sc. 7-16-13
982 X-3	4-4-0 Rd Is	1887 1768	Orig. MLSW 82, class K-3.	Chgd. to 982, 11-93. Sc. 12- 7-15
983 X-3	4-4-0 Rd Is	1887 1769	Orig. MLSW 83, class K-3.	Chgd. to 983, 12-93. Sc. 6- -02
983 K	0-6-0 Rd Is	1902 26520		Sc. 4-14-28
984 X-3	4-4-0 Rd Is	1887 1770	Orig. MLSW 84, class K-3.	Chgd. to 984, 11-93. Sc. 5- 7-13
985 X-3	4-4-0 Rd Is	1887 1771	Orig. MLSW 85, class K-3.	Chgd. to 985, 1893. Sc. 4-10-23
986 X-3	4-4-0 Rd Is	1887 1772	Orig. MLSW 86, class K-3.	Chgd. to 986, 10-93. Sc. 10-15-19
987 X-3	4-4-0 Rd Is	1887 1773	Orig. MLSW 87, class K-3.	Chgd. to 987, 1-94. Sc. 6- -02
987 K	0-6-0 Rd Is	1902 26521		Sc. 4-18-28
988 X-3	4-4-0 Rd Is	1887 1774	Orig. MLSW 88, class K-3.	Chgd. to 988, 11-93. Sc. 5- 5-23
989 X-3	4-4-0 Rd Is	1887 1776	Orig. MLSW 89, class K-3.	Chgd. to 989, 9-93. Sc. 4-23-21
990 X-3	4-4-0 Rd Is	1887 1775	Orig. MLSW 90, class K-3.	Chgd. to 990, 1893. Sc. 1-14-15
991 X-4	4-4-0 Rd Is	1887 1816	Orig. MLSW 91, class K-4.	Chgd. to 991, 1893. Sc. 10-31-21
992 I-4	2-6-0 Rd Is	1887 1871	Orig. MLSW 92, class I-4.	Chgd. to 992, 9-93. Sc. 4-30-23
993 I-4	2-6-0 Rd Is	1887 1872	Orig. MLSW 93, class I-4.	Chgd. to 993, 10-93. Sc. 4-17-23
994 X-5	4-4-0 Rd Is	1887 1874	Orig. MLSW 94, class K-5.	Chgd. to 994, 11-93. Sc. 9- 3-15
995 X-5	4-4-0 Rd Is	1887 1875	Orig. MLSW 95, class K-5.	Chgd. to 995, 10-93. Sc. 1- 5-16
996 I-4	2-6-0 Rd Is	1887 1873	Orig. MLSW 96, class I-4.	Chgd. to 996, 1-94. Sc. 4-26-23
997 X-3	4-4-0 Rd Is	1888 1939	Orig. MLSW 97, class K-3.	Chgd. to 997, 10-93. Sc. 8- 3-16
998 X-3	4-4-0 Rd Is	1888 1940	Orig. MLSW 98, class K-3.	Chgd. to 998, 11-93. Sc. 12- 7-21
999 X-3	4-4-0 Rd Is	1888 1941	Orig. MLSW 99, class K-3.	Chgd. to 999, 11-93. Sc. 4-11-21
1000 X-3	4-4-0 Rd Is	1888 1942	Orig. MLSW 100, class K-3.	Chgd. to 1000, 1-94. Sc. 4-30-23
1001 X-3	4-4-0 Rd Is	1888 1943	Orig. MLSW 101, class K-3.	Chgd. to 1001, 1893. Sc. 5-21-13
1002 I-1	2-6-0 Rd Is	1890 2310	Orig. MLSW 102, class I-1.	Chgd. to 1002, 10-93. Sc. 3-28-23
1003 I-1	2-6-0 Rd Is	1890 2311	Orig. MLSW 103, class I-1.	Chgd. to 1003, 11-93. Sc. 2- 5-23
1004 I-1	2-6-0 Rd Is	1890 2312	Orig. MLSW 104, class I-1.	Chgd. to 1004, 2-93. Sc. 11-30-25
1005 I-1	2-6-0 Rd Is	1890 2313	Orig. MLSW 105, class I-1.	Chgd. to 1005, 10-93. Sc. 8- 3-24
1006 I-1	2-6-0 Rd Is	1890 2314	Orig. MLSW 106, class I-1.	Chgd. to 1006, 11-93. Sc. 6- 8-24

1007 P	0-6-0 Rd Is	1890	2336	Orig. MLSW 107, class P. Chgd. to 1007, 1893. Sc. 11-30-25
1008 P	0-6-0 Rd Is	1890	2335	Orig. MLSW 108, class P. Chgd. to 1008, 12-93. Sc. 8- 3-24
1009 P	0-6-0 Rd Is	1891	2581	Orig. MLSW 109, class P. Chgd. to 1009, 1893. Sc. 11-30-25
1010 P	0-6-0 Rd Is	1891	2582	Orig. MLSW 110, class P. Chgd. to 1010, 11-93. Sc. 5-15-23
1011 P	0-6-0 Rd Is	1891	2583	Orig. MLSW 111, class P. Chgd. to 1011, 11-93. Sc. 11-30-25
1012 1-2	2-6-0 Rd Is	1891	2561	Orig. MLSW 112, class 1-2. Chgd. to 1012, 10-93. Sold to Sever-Anderson Logging Co., Green Bay; 9-20-23.
1013 A-3	4-4-0 Schen	1883	1805	Orig. 543. Chgd. to WSP 13, 3-11-91; 1013, 7-7-00. Sc. 5-18-14
1014 D-3	4-4-0 Bald	1881	5601	Orig. 427. Chgd. to WSP 14, 3-16-93; 1014, 6-7-00. Sc. 7- -06
1014 M-1	0-6-0 Rd Is	1906	39278	Orig. WSP 15. Chgd. to 1015, 1900 Sc. 6- -00 Rebuilt 1888. Orig. WSP 16. Chgd. to 1016, 5-4-00. Given to Iowa State University, Ames Ia., 7-00.
1015 G-1	4-4-0 Rd Is	1872		
1015 D	4-4-2 Schen	1900	5613	
1016 G-2	4-4-0 Rd Is	1872		
~ 1016 D	4-4-2 Schen	1900	5614	Orig. WSP 17. Chgd. to 1017, 8-00. Sc. 9- -00
1017 G-2	4-4-0 Rd Is	1872		
1017 D	4-4-2 Schen	1900	5615	Orig. WSP 18. Chgd. to 1018, 1900. Sc. 6-10-00
1018 G-1	4-4-0 Rd Is	1872		
1018 D	4-4-2 Schen	1900	5616	Orig. WSP 19. Chgd. to 1019, 3-19-00; 1046, 8-00. Sc. 3-27-02
1019 D-4	4-4-0 Bald	1872	2780	
~ 1019 D	4-4-2 Schen	1900	5617	Orig. WSP 20. Chgd. to 1020, 7-00; 1047, 8-00. Sc. 3-27-02
1020 D-4	4-4-0 Bald	1872	2799	
~ 1020 D	4-4-2 Schen	1900	5618	Orig. 428. Chgd. to WSP 21, 8-7-99; 1021, 2-26-00; 1033, 2-16-01. Sc. 11-12-07
1021 D-3	4-4-0 Bald	1881	5600	
~ 1021 D	4-4-2 Schen	1901	5840	Orig. WSP 22. Chgd. to 1022, 7-00. Sc. 4- -01
1022 D-4	4-4-0 Bald	1872	2810	
~ 1022 D	4-4-2 Schen	1901	5841	Orig. WSP 23. Chgd. to 1023, 2-12-00. Sc. 5- -01
1023 D-4	4-4-0 Bald	1872	2826	
~ 1023 D	4-4-2 Schen	1901	5842	Orig. WSP 24. Chgd. to 1024, 4-19-00. Sc. 5- -01
1024 D-4	4-4-0 Bald	1872	2830	
~ 1024 D	4-4-2 Schen	1901	5843	Orig. WSP 25. Chgd. to 1025, 6-20-00; 1037, 8-01. Sc. 3-17-02
1025 D-4	4-4-0 Bald	1872	2886	
~ 1025 D	4-4-2 Schen	1901	6138	Orig. WSP 26. Chgd. to 1026, 3-19-00. Sc. 12- -01
1026 D-4	4-4-0 Bald	1872	2887	
~ 1026 D	4-4-2 Schen	1901	6139	Rebuilt 9-16-03 with Young valves and gear; changed to piston valves, 1-19-20.
1027 D-4	4-4-0 Bald	1872	2992	Orig. WSP 27. Chgd. to 1027, 2-17-00; 1044, 8-01. Sc. 8- -01
1027 D	4-4-2 Schen	1901	6140	Orig. WSP 28. Chgd. to 1028, 7-15-00. Sc. 12- -01
1028 D-4	4-4-0 Bald	1872	2993	
1028 D	4-4-2 Schen	1901	6141	Orig. WSP 29. Chgd. to 1029, 8-25-00; 113, 8-13-01. Sold and chgd. to Macoupin County Ry. #1, 1904.
1029 A-3	4-4-0 C&NW	1885		

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C. & N. W. #398, class D, as originally built with Young's rotary valves.



C. & N. W. #1100, class D, on the famous "Overland Limited."

1029 D	4-4-2 Schen	1901	6142	
1030 B-4	4-4-0 C&NW	1878		Reb. to A-3, 12-25-89. Orig. WSP 30. Chgd. to 1030, 12-00; 138, 8-10-01. Sc. 6-29-13
1030 D	4-4-2 Schen	1901	6143	Rebuilt 2-27.
1031 D-3	4-4-0 Bald	1881	5588	Orig. 415. Chgd. to WSP 31, ab. 1886; 1031, 2-00. Sc. 9- -06
1031 M-1	0-6-0 Rd Is	1906	39279	Sold to Aetna Sand & Gravel Co., 2-27-29.
1032 A-3	4-4-0 Schen	1883	1732	Orig. 512. Chgd. to WSP 32, 1-90; 1032, 7-00. Sc. 11- 1-12
1033 B-5	4-4-0 C&NW	1875		Orig. WSU 34. Chgd. to WSP 33, 5-31-89; 1033, 7-00. Sc. 5- -01
1033 D-3	4-4-0 Bald	1881	5600	Orig. 428. Chgd. to WSP 21, 8-7-99; 1021, 2-26-00; 1033, 2-16-01. Sc. 11-12-07
1033 M-1	0-6-0 Rd Is	1906	39280	Sc. 3-26-29
1034 A-3	4-4-0 Schen	1883	1789	Orig. 527. Chgd. to WSP 34, 10-10-87; 1034, 3-16-00. Sc. 2-18-13
1035 A-3	4-4-0 Schen	1883	1736	Orig. 516. Chgd. to 35, 10-9-97; 1035, 7-00. Sc. 1-13-11
1036 A-3	4-4-0 Schen	1883	1745	Orig. 525. Chgd. to WSP 36, 10-25-97; 1036, 6-29-00. Sc. 4-30-12
1037 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 37 —; 1037, 2-7-00. Sc. 8- -01
1037 D-4	4-4-0 Bald	1872	2886	Orig. WSP 25. Chgd. to 1025, 6-20-00; 1037, 8-01. Sc. 3-17-02
1037 K	0-6-0 Rd Is	1902	25388	Sc. 2-23-27
1038 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 38 —; 1038, Sc. 3-17-02
1038 K	0-6-0 Rd Is	1902	25389	Sc. 3-14-30
1039 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 39 —; 1039, 6-27-00. Sc. 3-17-02
1039 K	0-6-0 Rd Is	1902	25390	Sc. 4-25-28
1040 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 40 —; 1040, Sc. 3-21-02
1040 K	0-6-0 Rd Is	1902	25391	Sc. 4-11-28
1041 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 41 —; 1041, Sc. 11- -01
1041 R-1	4-6-0 Schen	1901	5858	
1042 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 42 —; 1042, Sc. 11- -01
1042 R-1	4-6-0 Schen	1901	5859	
1043 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 43 —; 1043, Sc. 3-21-02
1043 K	0-6-0 Rd Is	1902	25392	Sc. 4- 1-27
1044 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 44 —; 1044, Sc. 8- -01
1044 D-4	4-4-0 Bald	1872	2992	Orig. WSP 27. Chgd. to 1027, 2-17-00; 1044, 8-01. Sc. 3-23-02
1044 K	0-6-0 Rd Is	1902	25393	Sc. 4-13-28
1045 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 45 —; 1045, Sc. 3-25-02
1045 K	0-6-0 Rd Is	1902	25394	Sc. 4-30-28
1046 G-1	4-4-0 Rd Is	1873	481	Orig. 286. Chgd. to WSP 46 ab. 1882; 1046, ab. 1900. Sc. 6- -00
1046 D-4	4-4-0 Bald	1872	2780	Orig. WSP 19. Chgd. to 1019, 3-19-00; 1046, 8-00. Sc. 3-27-02
1046 K	0-6-0 Rd Is	1902	25395	Shop Tfr. 19, 7-2-27. Sc. 7-11-37
1047 G-1	4-4-0 Rd Is	1873	488	Orig. 293. Chgd. to WSP 47, ab. 1882; 1047, 7-00. Sold 10- 9-00
1047 D-4	4-4-0 Bald	1872	2799	Orig. WSP 20. Chgd. to 1020, 7-00; 1047, 8-00. Sc. 3-27-02
1047 K	0-6-0 Rd Is	1902	25396	Sc. 2-23-27

1048 A-3	4-4-0 Schen	1883 1738	Orig. 518. Chgd. to 547, 8-30-90; WSP 48, 12-3-91; 1048, 7-10-00.	Sc. 9-10-12
1049 A-3	4-4-0 Schen	1883 1820	Orig. 551. Chgd. to WSP 49, 8-8-88; 1049, 8-00.	Sc. 9-28-12
1050 A-3	4-4-0 Schen	1883 1823	Orig. 554. Chgd. to WSP 50, ab. 6-29-00.	1891; 1050, Sc. 4-8-14
1051 A-3	4-4-0 Schen	1883 1838	Orig. 569. Chgd. to WSP 51, 2-24-91; 1051, 6-16-00.	Sc. 3-25-13
1052 D-3	4-4-0 Bald	1881 5776	Orig. 443. Chgd. to WSP 52, 10-6-93; 1052, 6-15-00.	Sc. 3-7-07
1052 M-1	0-6-0 Rd 1s	1906 39281	Rebuilt 6-24.	
1053 D-1a	4-6-0 Schen	1885 1963	Orig. 584. Chgd. to WSP 53, 4-10-93; 1053, 2-27-00.	Sc. 10-20-19
1054 S-3	4-6-0 Schen	1891 3503	Orig. 113. Chgd. to WSP 54, 8-98; 1054, 2-12-00.	Sc. 10-24-22
1055 D-1a	4-6-0 Schen	1885 1965	Orig. 586. Chgd. to 55, 6-14-93; 1055, 7-00.	Sc. 2-10-15
1056 S-3	4-6-0 Schen	1891 3504	Orig. 138. Chgd. to WSP 56, 9-98; 1056, 3-12-00.	Sc. 11-28-22
1057 D-1a	4-6-0 Schen	1885 1967	Orig. 588. Chgd. to WSP 57, 11-15-93; 1057, 3-13-00.	Sc. 8-19-19
1058 D-1a	4-6-0 Schen	1885 1968	Orig. 589. Chgd. to WSP 58, 8-15-93; 1058, 8-28-00.	Sc. 8-1-22
1059 D-1a	4-6-0 Schen	1885 1969	Orig. 590. Chgd. to WSP 59, 12-29-93; 1059, 4-24-00.	Sc. 4-5-21
1060 D-1a	4-6-0 Schen	1885 1970	Orig. 591. Chgd. to WSP 60, 7-20-94; 1060, 2-16-00.	Sc. 3-3-15
1061 S-3	4-6-0 Schen	1891 3516	Orig. 160. Chgd. to WSP 61, 8-22-98; 1061, 3-8-00.	Sc. 10-31-22
1062 D-1a	4-6-0 Schen	1885 1972	Orig. 593. Chgd. to WSP 62, 6-6-93; 1062, 3-9-00.	Sc. 1-20-23
1063 S-8	4-6-0 Schen	1899 5278	Orig. SC&P 4. Chgd. to 1063, 9-30-01.	Sc. 12-31-26
1064 C-1	4-4-0 Schen	1899 5276	Orig. SC&P 5. Chgd. to 1064, 10-1-01.	Sc. 2-4-26
1065 C-1	4-4-0 Schen	1899 5277	Orig. SC&P 6. Chgd. to 1065, 9-01.	Sc. 10-21-26
1066-1079 R-1	4-6-0 Schen	1902 25397-25410	Orig. 1073 reb. 9-26. 1075 reb. 1-27.	
1080-1085 D	4-4-2 Schen	1902 25411-25416		
1086-1091 D	4-4-2 Schen	1902 26524-26529	Chgd. to 1087.	Sc. 3-18-30
1092-1101 D	4-4-2 Schen	1903 27571-27580		
1102-1110 R-1	4-6-0 Schen	1902 26530-26538	Orig. 1109 reb. 10-26.	
1111-1124 R-1	4-6-0 Schen	1903 27581-27594	Orig. 1123 reb. 12-25.	
1125 R-1	4-6-0 Bald	1903 22509		
1126 R-1	4-6-0 Bald	1903 22514		
1127 R-1	4-6-0 Bald	1903 22539		
1128 R-1	4-6-0 Bald	1903 22540		
1129 R-1	4-6-0 Bald	1903 22563		
1130 R-1	4-6-0 Bald	1903 22567		Sc. 10-8-36
1131 R-1	4-6-0 Bald	1903 22568		Sc. 10-23-37
1132 R-1	4-6-0 Bald	1903 22576		Sc. 1-21-29
1133 R-1	4-6-0 Bald	1903 22624		
1134 R-1	4-6-0 Bald	1903 22625		
1135 R-1	4-6-0 Bald	1903 22701		
1136 R-1	4-6-0 Bald	1903 22718		
1137 R-1	4-6-0 Bald	1903 22758		
1138 R-1	4-6-0 Bald	1903 22765		
1139 R-1	4-6-0 Bald	1903 22773		
1140 R-1	4-6-0 Bald	1903 22780		
1141 R-1	4-6-0 Bald	1903 22818		
1142 R-1	4-6-0 Bald	1903 22824		
1143 R-1	4-6-0 Bald	1903 22835		

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1144 R-I	4-6-0 Bald	1903 22843
1145 R-I	4-6-0 Bald	1903 22861
1146 R-I	4-6-0 Bald	1903 22864
1147 R-I	4-6-0 Bald	1903 22886
1148 R-I	4-6-0 Bald	1903 22909
1149 R-I	4-6-0 Bald	1903 22955
1150 R-I	4-6-0 Bald	1903 22936
1151 R-I	4-6-0 Bald	1903 22950
1152 R-I	4-6-0 Bald	1903 22971
1153 R-I	4-6-0 Bald	1903 22994
1154 R-I	4-6-0 Bald	1903 23004
1155 R-I	4-6-0 Bald	1903 23025
1156 R-I	4-6-0 Bald	1903 23032
1157 R-I	4-6-0 Bald	1903 23067
1158 R-I	4-6-0 Bald	1903 23068
1159 R-I	4-6-0 Bald	1903 23083
1160 R-I	4-6-0 Bald	1903 23084
1161 R-I	4-6-0 Bald	1903 23094
1162 R-I	4-6-0 Bald	1903 23102
1163 R-I	4-6-0 Bald	1903 23116
1164 R-I	4-6-0 Bald	1903 23117
1165 R-I	4-6-0 Bald	1903 23125
1166 R-I	4-6-0 Bald	1903 23134
1167 R-I	4-6-0 Bald	1903 23155
1168 R-I	4-6-0 Bald	1903 23184
1169 R-I	4-6-0 Bald	1903 23217
1170 K	0-6-0 Rd Is	1903 27595
1171 K	0-6-0 Rd Is	1903 27596
1172 K	0-6-0 Rd Is	1903 27597
1173 K	0-6-0 Rd Is	1903 27598
1174 K	0-6-0 Rd Is	1903 27599
1175 K	0-6-0 Rd Is	1903 27600
1176 Q	4-6-0 Schen	1898 4853
1177 Q	4-6-0 Schen	1898 4847
1178 Q	4-6-0 Schen	1898 4850
1179 Q	4-6-0 Schen	1898 4855
1180 Q	4-6-0 Schen	1898 4846
1181 Q	4-6-0 Schen	1898 4845
1182 Q	4-6-0 Schen	1898 4857
1183 Q	4-6-0 Schen	1898 4858
1184 Q	4-6-0 Schen	1898 4848
1185 Q	4-6-0 Schen	1898 4844
1186 Q	4-6-0 Schen	1898 4849
1187 Q	4-6-0 Schen	1898 4856
1188 Q	4-6-0 Schen	1898 4851
1189 Q	4-6-0 Schen	1898 4852
1190 Q	4-6-0 Schen	1898 4854

Sc. 8-24-36

Sc. 7-30-37

Converted to Shop Tfr. #23, 7-15-28. Sc. 8-26-37
Sc. 4-12-28
Sc. 4-10-28
Sc. 3-31-28
Sc. 4-10-28

Converted to Shop Tfr. #21, 7-31-28.
Orig. 612. Chgd. to FEMV 1, 5-03; 1176, 4-03.
Sc. 11-10-28
Orig. 594. Chgd. to FEMV 2, 5-01; 1177, 3-03.
Sc. 4-5-28
Orig. 609. Chgd. to FEMV 3, 6-02; 1178, 4-03.
Sc. 3-29-28
Orig. 614. Chgd. to FEMV 4, 6-02; 1179, 4-03.
Sc. 10-10-28
Orig. 160. Chgd. to FEMV 20, 5-01; 1180, 4-03.
Orig. 138. Chgd. to FEMV 21, 5-01; 1181, 4-03.
Sc. 6-1-27
Orig. 616. Chgd. to FEMV 22, 9-01; 1182, 6-03.
Sc. 7-15-31
Orig. 617. Chgd. to FEMV 23, 9-01; 1183, 4-03.
Sc. 11-9-28
Orig. 595. Chgd. to FEMV 24, 5-01; 1184, 5-03.
Sc. 4-1-27
Orig. 113. Chgd. to FEMV 25, 5-01; 1185, 4-03.
Sc. 12-31-28
Orig. 596. Chgd. to FEMV 26, 5-01; 1186, 4-03.
Sc. 11-8-28
Orig. 615. Chgd. to FEMV 27, 7-02; 1187, 4-03.
Sc. 2-23-27
Orig. 610. Chgd. to FEMV 28, 8-01; 1188, 6-03.
Sc. 2-21-29
Orig. 611. Chgd. to FEMV 5, 6-02; 1189, 4-03.
Sc. 10-16-28
Orig. 613. Chgd. to FEMV 6, 6-02; 1190, 4-03.
Sc. 11-3-28

1191 Q	4-6-0 Rd ls	1903 27605	Sc. 3-11-29
1192 Q	4-6-0 Rd ls	1903 27606	Sc. 1-31-29
1193 Q	4-6-0 Rd ls	1903 27607	
1194 Q	4-6-0 Rd ls	1903 27608	Sc. 7-22-31
1195 Q	4-6-0 Rd ls	1903 27609	Sc. 1-10-29
1196 Q	4-6-0 Rd ls	1903 27610	Sc. 3-29-29
1197 Q	4-6-0 Rd ls	1903 27611	Sc. 1-11-29
1198 Q	4-6-0 Rd ls	1903 27612	Sc. 3-14-30
1199 Q	4-6-0 Rd ls	1903 27613	Sc. 7-24-31
1200 Q	4-6-0 Rd ls	1903 27614	Sc. 4-28-28
1201 D-1a	4-6-0 Schen	1887 2433	Orig. FEMV 89, class F. Chgd. to FEMV 201, 8-90; 1201, 4-03. Sc. 2-12-20
1202 D-1a	4-6-0 Schen	1887 2434	Orig. FEMV 90, class F. Chgd. to FEMV 202, 8-90; 1202, 3-03. Sc. 10-29-21
1203 D-1a	4-6-0 Schen	1885 1964	Orig. 585. Chgd. to WSP 54, 3-93; FEMV 213, 8-98, class F-5 1203, 5-03. Sc. 5-9-18
1204 D-1a	4-6-0 Schen	1885 1992	Orig. 615. Chgd. to FEMV 214, 8-98, class F-5 1204, 6-03. Sc. 8-30-15
1205 D-1a	4-6-0 Schen	1885 1994	Orig. 617. Chgd. to 215, 8-98, class F-5 1205, 5-03. Sc. 12-20-17
1206 D-1a	4-6-0 Schen	1885 1990	Orig. 613. Chgd. to FEMV 216, 8-98, class F-5 1206, 6-03. Sc. 11-18-19
1207 D-1a	4-6-0 Schen	1885 1966	Orig. 587. Chgd. to WSP 56, 10-93; FEMV 217, 8-98, class F-5 1207, 5-03. Sc. 9-4-20
1208 D-1a	4-6-0 Schen	1885 1986	Orig. 609. Chgd. to FEMV 218, 8-98, class F-5 1208, 5-03. Sc. 11-25-19
1209 D-1a	4-6-0 Schen	1885 1974	Orig. 595. Chgd. to FEMV 219, 8-98, class F-5 1209, 5-03. Sc. 1-13-15
1210 D-1a	4-6-0 Schen	1885 1989	Orig. 612. Chgd. to FEMV 220, 9-98, class F-5 1210, 5-03. Sc. 12-7-21
1211 D-1a	4-6-0 Schen	1885 1988	Orig. 611. Chgd. to FEMV 221, 9-98, class F-5 1211, 5-03. Sc. 2-17-15
1212 D-1a	4-6-0 Schen	1885 1973	Orig. 594. Chgd. to FEMV 222, 8-98, class F-5 1212, 4-03. Sc. 4-5-21
1213 D-1a	4-6-0 Schen	1885 1991	Orig. 614. Chgd. to FEMV 223, 11-98, class F-5 1213, 5-03. Sc. 10-20-22
1214 D-1a	4-6-0 Schen	1885 1987	Orig. 610. Chgd. to FEMV 224, 8-98, class F-5 1214, 5-03. Sc. 8-30-15
1215 D-1a	4-6-0 Schen	1885 1975	Orig. 596. Chgd. to FEMV 225, 8-98, class F-5 1215, 5-03. Sc. 12-21-15
1216 D-1a	4-6-0 Schen	1885 1993	Orig. 616. Chgd. to FEMV 226, 8-98, class F-5 1216, 5-03. Sc. 1-29-15
1217 D-1a	4-6-0 Schen	1885 1971	Orig. 592. Chgd. to WSP 61, 11-16-93; FEMV 212, 8-98; class F-5 FEMV 227, 10-19-02 1217, 3-03. Sc. 12-31-14
1218 D-1a	4-6-0 Schen	1887 2432	Orig. FEMV 88, class F. Chgd. to FEMV 200, 8-90; 1218, 4-03. Sc. 9-18-20
1219 E-3	4-4-0 Manch	1880	Orig. 14, class E-3. Chgd. to 1219-5-03. Sc. 8- -05
1219 R-1	4-6-0 Schen	1906 38536	
1220 E-3	4-4-0 Manch	1880	Orig. FEMV 15, class E-3. Chgd. to 1220, 3-03. Sc. 9- -06
1220 R-1	4-6-0 Schen	1906 38537	
1221 E-3	4-4-0 Manch	1880	Orig. FEMV 16, class E-3. 1221, 5-03. Sc. 12-26-05
1221 R-1	4-6-0 Schen	1906 38538	Rebuilt 7-25.
1222 E-3	4-4-0 Manch	1880	Orig. FEMV 17, class E-3. Chgd. to 1222, 5-03. Sc. 4-5-06
1222 R-1	4-6-0 Schen	1906 38539	
1223 E-7	4-6-0 Schen	1891 3378	Orig. FEMV 203, class F-1. Chgd. to 1223, 5-03. Sc. 6-8-24

1224 E-7	4-6-0 Schen	1891 3379	Orig. FEMV 204, class F-I.	Chgd. to 1224, 3-03. Sc. 5-20-22
1225 E-7	4-6-0 Schen	1891 3380	Orig. FEMV 205, class F-I.	Chgd. to 1225, 4-03. Sc. 8- 3-24
1226 E-7	4-6-0 Schen	1891 3381	Orig. FEMV 206, class F-I.	Chgd. to 1226, 5-03. Sc. 2- 6-26
1227 E-7	4-6-0 Schen	1891 3382	Orig. FEMV 207, class F-I.	Chgd. to 1227, 5-03. Sc. 11-30-25
1228 E-8	4-6-0 Schen	1892 3949	Orig. FEMV 211, class F-2.	Chgd. to FEMV 7 1902; 1228, 6-03. Sc. 1-16-23
1229 E-2	4-4-0 Manch	1883	Orig. FEMV 29, class E-2.	Chgd. to 1229, 4-03. Sc. 3- -06
1229 R-1	4-6-0 Schen	1906 38540		
1230 E-2	4-4-0 Manch	1883	Orig. FEMV 30, class E-2.	Chgd. to 1230, 6-03. Sc. 7- -06
1230 R-1	4-6-0 Schen	1906 38541		
1231 E-2	4-4-0 Manch	1883	Orig. FEMV 31, class E-2.	Chgd. to 1231, 4-03. Sc. 2- -06
1231 R-1	4-6-0 Schen	1906 38542		
1232 E-6	4-4-0 Bald	1885 7577	Orig. FEMV 32, class E.	Chgd. to 1232, 4-03. Sc. 5- 9-22
1233 E-6	4-4-0 Bald	1885 7578	Orig. FEMV 33, class E.	Chgd. to 1233, 4-03. Sc. 1-18-23
1234 E-6	4-4-0 Bald	1885 7582	Orig. FEMV 34, class E.	Chgd. to 1234, 4-03. Sc. 2-16-15
1235 E-6	4-4-0 Bald	1885 7580	Orig. FEMV 35, class E.	Chgd. to 1235, 5-03. Sc. 3-18-20
1236 E-6	4-4-0 Bald	1885 7583	Orig. FEMV 36, class E.	Chgd. to 1236, 5-03. Sc. 1- 9-17
1237 E-6	4-4-0 Bald	1885 7584	Orig. FEMV 37, class E.	Chgd. to 1237, 5-03. Sc. 7-31-16
1238 E-6	4-4-0 Bald	1885 7585	Orig. FEMV 38, class E.	Chgd. to 1238, 4-03. Sc. 4-9- 23
1239 E-6	4-4-0 Bald	1885 7586	Orig. FEMV 39, class E.	Chgd. to 1239, 5-03. Sc. 6-22-22
1240 E-6	4-4-0 Bald	1885 7589	Orig. FEMV 40, class E.	Chgd. to 1240, 3-03. Sc. 7-11-17
1241 E-6	4-4-0 Bald	1885 7587	Orig. FEMV 41, class E.	Chgd. to 1241, 4-03. Sc. 3-16-18
1242 E-6	4-4-0 Bald	1885 7588	Orig. FEMV 42, class E.	Chgd. to 1242, 4-03. Sc. 10-24-22
1243 E-6	4-4-0 Bald	1885 7590	Orig. FEMV 43, class E.	Chgd. to 1243, 5-03. Sc. 1-16-23
1244 E-6	4-4-0 Bald	1885 7591	Orig. FEMV 44, class E.	Chgd. to 1244, 3-03. Sc. 1-17-22
1245 E-6	4-4-0 Bald	1885 7593	Orig. FEMV 45, class E.	Chgd. to 1245, 5-03. Sc. 3-14-16
1246 E-6	4-4-0 Bald	1885 7595	Orig. FEMV 46, class E.	Chgd. to 1246, 4-03. Sc. 3-14-16
1247 E-10	4-4-0 Schen	1886 2093	Orig. FEMV 47, class E-I.	Chgd. to 1247, 5-03. Sc. 1-17-23
1248 E-10	4-4-0 Schen	1886 2094	Orig. FEMV 48, class E-I.	Chgd. to 1248, 5-03. Sc. 6- 9-22
1249 E-10	4-4-0 Schen	1886 2095	Orig. FEMV 49, class E-I.	Chgd. to 1249, 5-03. Sc. 8- 3-24
1250 E-10	4-4-0 Schen	1886 2096	Orig. FEMV 50, class E-I.	Chgd. to 1250, 5-03. Sc. 12-18-15
1251 E-10	4-4-0 Schen	1886 2097	Orig. FEMV 51, class E-I.	Chgd. to 1251, 5-03. Sc. 7-30-20
1252 E-10	4-4-0 Schen	1886 2098	Orig. FEMV 52, class E-I.	Chgd. to 1252, 5-03. Sc. 2- 4-16

1253 E-10	4-4-0 Schen	1886 2099	Orig. FEMV 53, class E-I.	Chgd. to 1253, 5-03. Sc. 9-20-24
1254 E-10	4-4-0 Schen	1886 2100	Orig. FEMV 54, class E-I.	Chgd. to 1254, 5-03. Sc. 12-13-24
1255 E-10	4-4-0 Schen	1886 2101	Orig. FEMV 55, class E-I.	Chgd. to 1255, 5-03. Sc. 3-31-20
1256 E-10	4-4-0 Schen	1886 2102	Orig. FEMV 56, class E-I.	Chgd. to 1256, 5-03. Sc. 5- 8-25
1257 E-10	4-4-0 Schen	1886 2103	Orig. FEMV 57, class E-I.	Chgd. to 1257, 5-03. Sc. 12-18-15
1258 E-10	4-4-0 Schen	1886 2104	Orig. FEMV 58, class E-I.	Chgd. to 1258, 5-03. Sc. 6-16-17
1259 A-2	4-4-0 C&NW	1883	Orig. 498. Chgd. to PFtPBCo #1, 3-1-12; 1259, 8-12.	Sc. 4-24-13
1259 E-10	4-4-0 Schen	1886 2105	Orig. FEMV 59, class E-I.	Chgd. to 1259, 5-03; PFtPBCo. #1, 8-12; 1259, 8-23-20.
1260 E-10	4-4-0 Schen	1886 2106	Orig. FEMV 60, class E-I.	Chgd. to 1260, 5-03. Sc. 12-16-26
1261 E-10	4-4-0 Schen	1886 2107	Orig. FEMV 61, class E-I.	Chgd. to 1261, 5-03. Sc. 3- 4-16
1262 E-10	4-4-0 Schen	1886 2108	Orig. FEMV 62, class E-I.	Chgd. to 1262, 5-03. Sc. 12- 9-14
1263 E-10	4-4-0 Schen	1886 2109	Orig. FEMV 63, class E-I.	Chgd. to 1263, 5-03. Sc. 4-30-20
1264 E-10	4-4-0 Schen	1886 2110	Orig. FEMV 64, class E-I.	Chgd. to 1264, 5-03. Sc. 5-20-19
1265 E-10	4-4-0 Schen	1886 2111	Orig. FEMV 65, class E-I.	Chgd. to 1265, 5-03. Sc. 1-22-23
1266 E-10	4-4-0 Schen	1886 2112	Orig. FEMV 66, class E-I.	Chgd. to 1266, 5-03. Sc. 2-15-23
1267 E-10	4-4-0 Schen	1887 2283	Orig. FEMV 67, class E-I.	Chgd. to 1267, 5-03. Sc. 9-20-24
1268 E-10	4-4-0 Schen	1887 2284	Orig. FEMV 68, class E-I.	Chgd. to 1268, 5-03. Sc. 7-31-19
1269 E-10	4-4-0 Schen	1887 2285	Orig. FEMV 69, class E-I.	Chgd. to 1269, 6-03. Sc. 6-28-20
1270 E-10	4-4-0 Schen	1887 2286	Orig. FEMV 70, class E-I.	Chgd. to 1270, 3-03. Sc. 5-17-19
1271 E-10	4-4-0 Schen	1887 2287	Orig. FEMV 71, class E-I.	Chgd. to 1271, 6-03. Sc. 7- 7-16
1272 E-10	4-4-0 Schen	1887 2288	Orig. FEMV 72, class E-I.	Chgd. to 1272, 6-03. Sc. 4-12-16
1273 E-10	4-4-0 Schen	1887 2289	Orig. FEMV 73, class E-I.	Chgd. to 1273, 4-03. Sc. 6- 2-22
1274 E-10	4-4-0 Schen	1887 2290	Orig. FEMV 74, class E-I.	Chgd. to 1274, 5-03. Sc. 9-20-24
1275 E-10	4-4-0 Schen	1887 2291	Orig. FEMV 75, class E-I.	Chgd. to 1275, 5-03. Sc. 9- 6-19
1276 E-10	4-4-0 Schen	1887 2292	Orig. FEMV 76, class E-I.	Chgd. to 1276, 5-03. Sc. 7-11-17
1277 E-10	4-4-0 Schen	1887 2293	Orig. FEMV 77, class E-I.	Chgd. to 1277, 5-03. Sc. 5- 8-25
1278 E-10	4-4-0 Schen	1887 2294	Orig. FEMV 78, class E-I.	Chgd. to 1278, 5-03. Sc. 2- 8-16
1279 E-10	4-4-0 Schen	1887 2295	Orig. FEMV 79, class E-I.	Chgd. to 1279, 5-03. Sc. 12-14-15
1280 E-10	4-4-0 Schen	1887 2296	Orig. FEMV 80, class E-I.	Chgd. to 1280, 5-03. Sold to J. A. Martin for exhibition purposes, 8-1-22.
1281 E-10	4-4-0 Schen	1887 2297	Orig. FEMV 81, class E-I.	Chgd. to 1281, 5-03. Sc. 8- 3-24

1282 E-10	4-4-0 Schen	1887 2298	Orig. FEMV 82, class E-I. Chgd. to 1282, 6-03. Sc. 6-17-16
1283 E-10	4-4-0 Schen	1887 2299	Orig. FEMV 83, class E-I. Chgd. to 1283, 5-03. Sc. 8-22-19
1284 E-10	4-4-0 Schen	1887 2300	Orig. FEMV 84, class E-I. Chgd. to 1284, 5-03. Sc. 1-22-23
1285 E-10	4-4-0 Schen	1887 2301	Orig. FEMV 85, class E-I. Chgd. to 1285, 4-03. Sc. 1-18-23
1286 E-10	4-4-0 Schen	1887 2302	Orig. FEMV 86, class E-I. Chgd. to 1286, 5-03. Sc. 1-18-23
1287 E-10	4-4-0 Schen	1887 2431	Orig. FEMV 87, class E-I. Chgd. to 1287, 6-03. Sc. 6-19-22
1288 A-3	4-4-0 Schen	1883 1792	Orig. 530. Chgd. to FEMV 88, 8-90, class E-4; 1288, 5-03. Sc. 7- 1-14
1289 A-3	4-4-0 Schen	1883 1816	Orig. 547. Chgd. to FEMV 89, 8-90, class E-4; 1289, 5-03. Sc. 1-29-15
1290 A-3	4-4-0 Schen	1883 1743	Orig. 523. Chgd. to FEMV 90, 8-90, class E-4; 1290, 5-03. Sc. 11-26-12
1291 A-3	4-4-0 Schen	1883 1744	Orig. 524. Chgd. to FEMV 91, 8-90, class E-4; 1291, 5-03. Sc. 12- 7-14
1292 A-3	4-4-0 Schen	1883 1790	Orig. 528. Chgd. to FEMV 92, 8-90, class E-4; 1292, 5-03. Sc. 3-27-13
1293 C-3	4-4-0 Schen	1886 2088	Reb. to C-5, 4-23. Orig. 55. Chgd. to FEMV 93, 10-97, class F-4; 1293, 5-03. Sc. 10-29-28
1294 C-3	4-4-0 Schen	1886 2202	Reb. to C-5, 11-21. Orig. 155. Chgd. to FEMV 94, 11-97, class F-4; 1294, 4-03. Sc. 2-16-29
1295 C-3	4-4-0 Schen	1886 2073	Reb. to C-5, 2-23. Orig. 629. Chgd. to FEMV 94, 11-97, class F-4; 1295, 4-03. Sc. 2-26-29
1296 C-3	4-4-0 Schen	1887 2282	Reb. to C-5, 9-16. Orig. 683. Chgd. to FEMV 95, 11-97, class F-4; 1296, 5-03. Sc. 5- 6-27
1297 C-3	4-4-0 Schen	1886 2072	Orig. 628. Chgd. to FEMV 97, 11-97, class F-4; 1297, 3-03; 24, 1-05. Sc. 6- 9-26
1297 D	4-4-2 Schen	1905 30294	
1298 G	4-8-0 NG Schen	1891 3421	Orig. FEMV 208, class G. Chgd. to 1298, 6-03; 64, 1-05. Sc. 4-23-27
1298 D	4-4-2 Schen	1905 30295	
1299 G	4-8-0 NG Schen	1891 3422	Orig. FEMV 209, class G. Chgd. to 1299, 5-03; 410, 1-05. Sc. 4-23-27
1299 D	4-4-2 Schen	1905 30296	
1300 G	4-8-0 NG Schen	1892 3703	Orig. FEMV 210, class G. Chgd. to 1300, 6-03; 468, 1-05. Sc. 12-13-24
1300 D	4-4-2 Schen	1905 30293	
1301 G	4-8-0 NG Schen	1902 26610	Orig. FEMV 211, class G. Chgd. to 1301, 6-03; 477, 1-05. Sc. 11-23-28
1301 D	4-4-2 Schen	1905 30297	
1302 G	4-8-0 NG Schen	1902 27601	Orig. FEMV 212, class G. Chgd. to 1302, 6-03; 933, 1-05. Sc. 4- 9-25 Sc. 7-31-37
1302 D	4-4-2 Schen	1905 30298	
1303 E-9	4-4-0 Manch	1881	Orig. FEMV 18, class B. Chgd. to 1303, 5-03; A-1303, 10-04. Sc. 12- -04
1303 D	4-4-2 Schen	1904 29712	
1304 E-9	4-4-0 Manch	1881	Orig. FEMV 19, class B. Chgd. to 1304, 5-03; A-1304, 10-04. Sc. 12- -04
1304 D	4-4-2 Schen	1904 29713	
1305 V-1	4-4-0 Cooke	1882	Orig. CI&D#1. Chgd. to 1305, 4-04. Sold 9- -05
1305 D	4-4-2 Schen	1904 29714	
1305 V-2	4-4-0 Cooke	1883	Orig. CI&D#2. Chgd. to 1306, 11-03. Sold 8- -05 Sc. 8-25-36
1306 D	4-4-2 Schen	1904 29715	
1307 D	4-4-2 Schen	1904 29716	
1308 D	4-4-2 Schen	1906 39247	
1309 D	4-4-2 Schen	1906 39248	

1310 D	4-4-2 Schen	1906 39249	
1311 D	4-4-2 Schen	1906 39250	
1312 D	4-4-2 Schen	1906 39251	Rebuilt 1-28.
1313 D	4-4-2 Schen	1906 39252	
1314 D	4-4-2 Schen	1906 39253	
1315 D	4-4-2 Schen	1906 39254	Sc. 9-15-36
1316 D	4-4-2 Schen	1906 39255	
1317 D	4-4-2 Schen	1906 39256	
1318 Q	4-6-0 Rogers	1906 38553	Sc. 1-30-29
1319 Q	4-6-0 Rogers	1906 38554	
1320 Q	4-6-0 Rogers	1906 38555	Sc. 1-14-29
1321 Q	4-6-0 Rogers	1906 38556	
1322 Q	4-6-0 Rogers	1906 38557	Sc. 3- 4-30
1323 Q	4-6-0 Rogers	1906 38558	Chgd. to PRCNW 1, 7-24-07; 497, 8-22-20. Sc. 2- 4-29
1323 R-I	4-6-0 Bald	1908 32567	
1324 Q	4-6-0 Rogers	1906 38559	Chgd. to PRCNW 2, 8-1-07; 498, 8-7-20. Sc. 1-10-29
1324 R-I	4-6-0 Bald	1908 32574	
1325 Q	4-6-0 Rogers	1906 38560	Chgd. to PRCNW 3, 7-23-07; 499, 8-3-20. Sc. 1-26-29
1325 R-I	4-6-0 Bald	1908 32594	
1326 Q	4-6-0 Rogers	1906 38561	Chgd. to PRCNW 4, 7-24-07; 500, 8-10-20. Sc. 1-10-29
1326 R-I	4-6-0 Bald	1908 32602	
1327 Q	4-6-0 Rogers	1906 38562	Chgd. to PRCNW 5, 7-23-07; 501, 8-3-20. Sc. 7-22-31
1327 R-I	4-6-0 Bald	1908 32603	
1328 Q	4-6-0 Rogers	1906 38563	Chgd. to PRCNW 6, 8-6-07; 502, 8-6-20. Sc. 3-14-29
1328 R-I	4-6-0 Bald	1908 32604	
1329 Q	4-6-0 Rogers	1906 38564	Chgd. to PRCNW 7, 7-31-07; 503, 8-4-20. Sc. 7-30-31
1329 R-I	4-6-0 Bald	1908 32626	
1330 Q	4-6-0 Rogers	1906 38565	Chgd. to PRCNW 8, 7-22-07; 504, 8-16-20. Sc. 1-12-29
1330 R-I	4-6-0 Bald	1908 32645	
1331 Q	4-6-0 Rogers	1906 38566	Chgd. to PRCNW 9, 7-22-07; 505, 8-10-20. Sc. 8-13-31
1331 R-I	4-6-0 Bald	1908 32660	
1332 Q	4-6-0 Rogers	1906 38567	Chgd. to PRCNW 10, 8-2-07; 506, 8-4-20. Sc. 1-24-29
1332 R-I	4-6-0 Bald	1908 32661	
1333-1367 R-I	4-6-0 Schen	1906 39212-39246	1344 reb. 9-26. 1350 reb. 3-22. 1359 Sc. 8- 8-36
1368-1397 R-I	4-6-0 Schen	1907 42170-42199	1372 reb. 9-26. 1373 reb. 11-27. 1390 reb. 10-25. 1395 reb. 11-25.
1398-1427 R-I	4-6-0 Schen	1907 42399-42428	
1428-1442 M-I	0-6-0 Schen	1907 42210-42224	1431 reb. 1-27. 1433 reb. 1-24. 1428 sc. 4-6- 28. 1429 sc. 8-12-31. 1432 sc. 7-20-31. 1434 sc. 7-13-31. 1436 sc. 5-8-31. 1437 sc. 4-7- 28. 1438 sc. 3-22-29. 1439 sc. 6-9-37. 1441 sc. 4-10-29. 1442 sc. 7-16-31.
1443-1452 D	4-4-2 Schen	1907 42200-42209	1443 Sc. 9-17-36
1453 L	4-6-2 Schen	1908 45236	Sc. 7-12-35
1454 L	4-6-2 Schen	1909 45933	Sc. 5- 6-35
1455-1483 Z	2-8-0 Schen	1909 46607-46635	
1484 Z	2-8-0 Schen	1909 46637	
1485 Z	2-8-0 Schen	1909 46636	
1486-1494 Z	2-8-0 Schen	1909 46638-46646	

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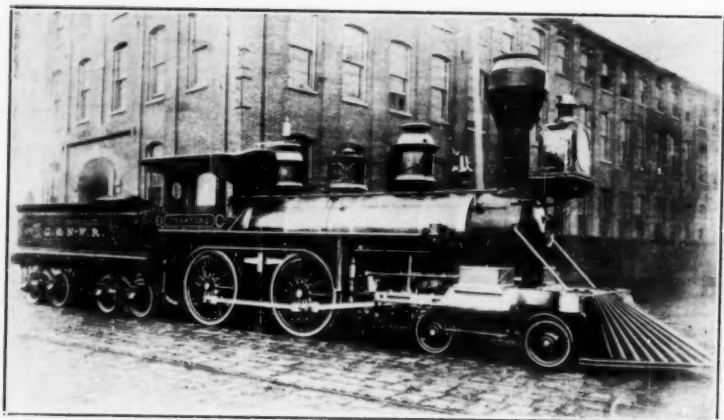
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Courtesy of Baldwin Locomotive Works.

C. & N. W. #206. "Crawford."



C. & N. W. #522, class A-3, Clinton, Iowa, 1893.

1495-1499 M-1	0-6-0 Schen	1909 46691-46695	1495 sc. 4-17-35.	1496 sc. 7-24-31.	1497 sc. 6-23-31.
1500-1524 E	4-6-2 Schen	1909 46582-46606	1521 reb. 5-28.	1508 sc. 8-17-37.	1517 sc. 9-10-37.
1525-1544 E	4-6-2 Schen	1910 47825-47844	1538 reb. 5-28.		
1545-1564 E	4-6-2 Schen	1911 50100-50119	1555 reb. 10-24.	1553 Sc. 8- 6-36	
1565-1579 E	4-6-2 Schen	1912 50909-50923	1568 reb. 6-24.	1577 reb. 11-26.	
1580-1586 E	4-6-2 Schen	1913 53032-53038	1586 reb. 11-27.	1580 Sc. 8-25-36	
1587-1598 E	4-6-2 Schen	1914 54503-54514			
1599-1603 E	4-6-2 Schen	1914 54847-54851			
1604-1609 E	4-6-2 Schen	1915 55534-55539			
1610-1615 E	4-6-2 Schen	1916 56229-56234			
1616-1627 E	4-6-2 Schen	1917 57317-57328			
1628-1647 E	4-6-2 Schen	1921 62694-62713		1628 Sc. 4-24-31	
1648-1657 E	4-6-2 Dunkirk	1922 63497-63506			
1658-1667 E	4-6-2 Dunkirk	1923 63883-63892			
1700 Z	2-8-0 Bald	1910 34991			
1701-1708 Z	2-8-0 Bald	1910 35015-35022			
1709-1714 Z	2-8-0 Bald	1910 35060-35065			
1715-1720 Z	2-8-0 Bald	1910 35101-35106		1719 Sc. 11- 4-37	
1721-1722 Z	2-8-0 Bald	1910 35144-35145			
1723-1724 Z	2-8-0 Bald	1910 35223-35224			
1725-1750 Z	2-8-0 Schen	1910 47845-47870	1730 sc. 7-22-37.	1750 Sc. 9-23-36	
1751-1777 Z	2-8-0 Schen	1910 49035-49061		1751 Sc. 11-23-37	
1778-1800 Z	2-8-0 Schen	1911 49062-49084		1786 Sc. 11- 2-37	
1801-1820 Z	2-8-0 Schen	1911 50494-50513			
1821-1865 Z	2-8-0 Schen	1912 50849-50893		1827 Sc. 7-21-37	
1866-1910 Z	2-8-0 Schen	1913 53047-53091			
2000-2014 M-1	0-6-0 Schen	1912 50894-50938			
2015-2018 M-1	0-6-0 Bald	1913 39183-39186			
2019-2026 M-1	0-6-0 Bald	1913 39223-39230			
2027-2034 M-1	0-6-0 Bald	1913 39307-39314			
2035-2038 M-1	0-6-0 Bald	1913 39342-39345			
2039-2043 M-1	0-6-0 Bald	1913 39366-39370			
2044-2061 M-1	0-6-0 Schen	1914 54485-54502	2049 rebuilt 8-26.		
2062-2079 M-1	0-6-0 Schen	1916 56241-56258			
2080-2104 M-1	0-6-0 Patterson	1917 57329-57353			
2111-2130 M-2	0-6-0 Dunkirk	1923 64425-64444			
2131-2150 M-2	0-6-0 Dunkirk	1922 63477-63496		2158 Sc. 9-17-37	
2151-2160 M-2	0-6-0 Schen	1916 55523-55532			
2161-2170 M-2	0-6-0 Schen	1916 56219-56228			
2171-2185 M-2	0-6-0 Brooks	1917 57354-57368			
2201-2204 E-1	4-6-2 Schen	1913 53028-53031			
2205-2214 E-1	4-6-2 Schen	1914 54852-54861			
2215-2220 E-1	4-6-2 Schen	1915 55544-55549	2218 rebuilt 7-26.	2215 Sc. 10-15-37	
2221-2226 E-1	4-6-2 Schen	1916 56235-56240			
2301-2315 J	2-8-2 Schen	1913 53094-53108			
2316-2335 J	2-8-2 Schen	1914 54429-54448			
2336-2360 J	2-8-2 Schen	1914 54862-54886			
2361-2372 J	2-8-2 Schen	1916 55606-55617			
2373-2397 J	2-8-2 Schen	1916 56259-56283			
2398-2422 J	2-8-2 Schen	1917 57292-57316			
2423-2442 J	2-8-2 Richmond	1918 58144-58163			
2443-2472 J	2-8-2 Richmond	1918 58377-58406	2455 rebuilt 3-24.		
2473-2484 J	2-8-2 Richmond	1918 58407-58418			
2485-2492 J	2-8-2 Richmond	1919 58419-58426			

2493-2522 J	2-8-2 Richmond	1921 62664-62693	2494 reb. to J-A, 8-21-37. 2495 reb. to J-A, 6-30-37. 2504 reb. to J-A, 9-30-37. 2507 reb. to J-A, 5-24-37. 2521 reb. to J-A, 4-20-37.
2523-2532 J	2-8-2 Richmond	1921 62785-62794	2526 reb. to J-A, 6-23-36. 2529 reb. to J-A, 9-15-36. 2531 reb. to J-A, 9-25-36. 2532 reb. to J-A, 3-17-37.
2533-2552 J	2-8-2 Dunkirk	1922 63507-63526	2534 reb. to J-A, 10-5-36. 2541 reb. to J-A, 5-29-36. 2542 reb. to J-A, 6-16-36. 2550 reb. to J-A, 6-29-36.
2553-2592 J	2-8-2 Dunkirk	1923 63843-63882	2555 reb. to J-A, 6-29-35. 2557 reb. to J-A, 8-18-36. 2558 reb. to J-A, 8-25-35. 2561 reb. to J-A, 8-29-35. 2567 reb. to J-A, 7-27-35. 2574 reb. to J-A, 8-17-35. 2579 reb. to J-A, 7-10-36. 2584 reb. to J-A, 8-8-36. 2585 reb. to J-A, 7-27-36.
2593-2600 J	2-8-2 Dunkirk	1923 64445-64452	2596 reb. to J-A, 10-26-36. 2600 reb. to J-A, 5-23-36.
2601-2625 M-3	0-6-0 Patterson	1919 61348-61372	
2626-2635 M-3	0-6-0 Schen	1919 61323-61332	
2636-2643 M-4	0-8-0 Richmond	1927 67384-67391	
2701-2710 J	2-8-2 Dunkirk	1923 64453-64462	
2801-2812 J-4	2-8-4 Dunkirk	1927 67372-67383	
2901 E-2	4-6-2 Schen	1923 64463	Rebuilt to E-2b, 10-24-35.
2902 E-2	4-6-2 Schen	1923 64464	Rebuilt to E-2a, 11-19-34.
2903 E-2	4-6-2 Schen	1923 64465	Rebuilt to E-2a, 11- 1-34.
2904 E-2	4-6-2 Schen	1925 64466	Rebuilt to E-2b, 7-31-35.
2905 E-2	4-6-2 Schen	1923 64467	Rebuilt to E-2b, 6-29-35.
2906 E-2	4-6-2 Schen	1923 64468	Rebuilt to E-2b, 3-16-36.
2907 E-2	4-6-2 Schen	1923 64469	Rebuilt to E-2a, 12-14-34.
2908 E-2	4-6-2 Schen	1923 64470	Rebuilt to E-2a, 12-21-34.
2909 E-2	4-6-2 Schen	1923 64471	Rebuilt to E-2b, 11-30-35.
2910 E-2	4-6-2 Schen	1923 64472	Rebuilt to E-2b, 12-23-35.
2911 E-2	4-6-2 Schen	1923 64473	Rebuilt to E-2b, 9-18-35.
2912 E-2	4-6-2 Schen	1923 64474	Rebuilt to E-2b, 8-21-35.
3001-3002 H	4-8-4 Bald	1929 60986-60987	
3003-3007 H	4-8-4 Bald	1929 61013-61017	
3008-3020 H	4-8-4 Bald	1929 61060-61072	
3021-3030 H	4-8-4 Bald	1929 61092-61101	
3031-3035 H	4-8-4 Bald	1929 61123-61127	
4001-4008 E-4	4-6-4 Schen	1938 68982-68989	
4009 E-4	4-6-4 Schen	1938 69028	

OIL BURNERS

The Chicago & North Western in 1911 converted three coal burning locomotives to oil burners. These were the 1182 and 1193 both class Q, and the 1247 class E-10. The success of this experiment is evident, for since that date close to 300 locomotives have been similarly converted, some being changed back to coal burners as they were shopped, but an average of about 150 oil burners have been maintained in service during the past 25 years.

The fuel oil being readily obtained on its own tracks in Wyoming, the road operates locomotives west of the Missouri River with this fuel. The conversion to oil burners is accomplished without change in design of the boiler, although certain interior parts are removed necessitated for the installation of the oil burning equipment. A tank to carry the oil is built to fit in the tender coal space.

Class J engines, numbers 2704 to 2710 inclusive, came direct from the builders equipped for oil burning. Mention should also be made of the class E-2 engines which were rebuilt in 1934 to class E-2a, to provide a high speed schedule on the "400" between Chicago, Milwaukee, St. Paul and Minneapolis. Together with other changes these four locomotives, 2902, 2903, 2907 and 2908, were rebuilt as oil burners.

The following list gives locomotives that have been equipped to burn oil. As mentioned above, some have since been changed back to coal burners and others have been scrapped.

Class A—6, 17, 207, 584, 593
 Classes C-3 & C-5—54, 108, 619, 622, 624, 636, 669, 673, 674, 677, 682, 687, 691, 692, 698, 699, 1293, 1294
 Class D—1019, 1026, 1028, 1087, 1091, 1092, 1099, 1100, 1298, 1301, 1304, 1305, 1308, 1310, 1311, 1313, 1449
 Class E—1518, 1539
 Class E-1—2206, 2224
 Class E-2a—2902, 2903, 2907, 2908
 Class E-6—1233, 1235, 1238, 1239, 1240, 1242, 1243, 1244, 1246
 Class E-7—1223
 Class E-10—1247-1249, 1253, 1254, 1259, 1260, 1264-1268, 1271, 1273, 1275, 1276, 1281, 1285-1287
 Class G, narrow gauge—all locomotives of this class
 Class J—2308, 2312, 2318, 2319, 2332, 2375, 2377, 2382, 2393, 2401, 2405, 2704-2710
 Class K—28, 611, 617, 389, 1037, 1170, 909
 Class K-3—731
 Class M—842
 Class M-1—420, 426, 1498, 2000, 2002, 2003, 2006, 2008
 Class M-2—2129, 2130, 2154
 Class Q—562, 565, 1177, 1181, 1182, 1185, 1189, 1191, 1193, 1321
 Class R—16, 47, 86, 105, 139, 141, 197, 204, 239, 255, 260, 263, 265, 267, 276, 308, 381, 384, 683, 857, 885
 Class R-1—44, 61, 122, 168, 185, 287, 290, 345, 348, 375, 383, 440, 441, 444, 449, 467, 471, 472, 473, 474, 481, 486, 491, 594, 596, 896, 912, 921, 924, 935, 960, 1066, 1068, 1070, 1072, 1079, 1105, 1108, 1111, 1117, 1118, 1121, 1122, 1124, 1132, 1135, 1140, 1142, 1149, 1152, 1157, 1159, 1160, 1161, 1219, 1220, 1230, 1231, 1324, 1335, 1338, 1340, 1350, 1355, 1356, 1360-1362, 1366-1368, 1374, 1379, 1384, 1386, 1388, 1389, 1392, 1394, 1395, 1401, 1408, 1414, 1418, 1423, 1427
 Class S-2—142, 144, 164, 205, 296, 530, 543, 648, 747, 750, 752, 755, 756, 763, 765, 769
 Class S-3—786, 789
 Class S-4—798, 801, 802, 804, 808, 810, 811, 825, 826, 829-831, 836
 Class Z—1467, 1487, 1705, 1793, 1799, 1804, 1805, 1813, 1814, 1848

SHOP TRANSFER LOCOMOTIVES

Shop Tfr. Orig. Locomotive No. No. Class Type	Changed to	Changed to	Final Disposition
— 494 K-1 0-4-0	0-494, 10-1-10	Round House # 1, 12-24-10	Sc. 2-22-11
1 33 K-1 0-4-0	A-33, 3-21-10	Shop Tfr. # 1, 11-11	Sc. 7- 2-27
2 430 D-7 0-4-0	A-430, 9-10	Shop Tfr. # 2, 11-21-11	Sc. 11-23
3 114 K-1 0-4-0	A-114, 12-6-09	Shop Tfr. # 3, 11-11	Sc. 12-23
4 577 K-1 0-4-0	Round Hse. #2, 2-10-11	Shop Tfr. # 4, 11-11	Sc. 12-23
5 492 K-1 0-4-0	Shop Tfr. "Clinton" 5-18-10	Shop Tfr. # 5, 5-11-11	Sc. 4-12-21
6 63 K-1 0-4-0	A-63, 12-6-09	Shop Tfr. # 6, 11-11	Sc. 8-15
7 277 K-1 0-4-0	A-277, 1909	Shop Tfr. # 7, 11-11	Sc. 3-11-12
7 572 D-2a 2-6-0		Shop Tfr. # 7, 4-4-12	Sc. 7- 8-30
8 371 K-1 0-4-0	A-371, 12-09	Shop Tfr. # 8, 11-11	Sc. 6-24
9 21 K-1 0-4-0	A-21, 12-6-09	Shop Tfr. # 9, 11-11	Sc. 10-21
10 369 K-1 0-4-0	A-369, 12-09	Shop Tfr. #10, 11-11	Sc. 8-22-17
11 739 K-3 0-6-0		Shop Tfr. #11, 11-22-20	Sc. 5-21-23
12 725 K-3 0-6-0		Shop Tfr. #12, 3-30-21	Sc. 2-18-28
13 744 K-3 0-6-0		Shop Tfr. #13, 12-30-23	Sc. 7-31-28
14 742 K-3 0-6-0		Shop Tfr. #14, 3-30-23	Sc. 11- 3-28
15 728 K-3 0-6-0		Shop Tfr. #15, 12-24-23	Sc. 7-17-28
16 not used.			
17 736 K-3 0-6-0		Shop Tfr. #17, 1-17-24	Sc. 5-25-28
18 726 K-3 0-6-0		Shop Tfr. #18, 6-19-24	Sc. 5-25-28
19 1046 K 0-6-0		Shop Tfr. #19, 7-2-27	Sc. 7-11-37
20 280 K 0-6-0		Shop Tfr. #20, 6-14-28	
21 1175 K 0-6-0		Shop Tfr. #21, 7-31-28	
22 37 K 0-6-0		Shop Tfr. #22, 6-27-28	
23 1170 K 0-6-0		Shop Tfr. #23, 7-15-28	Sc. 8-26-37
24 615 K 0-6-0		Shop Tfr. #24, 10-20-28	Sc. 7- 8-37
25 614 K 0-6-0		Shop Tfr. #25, 12-31-28	
26 75 M-1 0-6-0		Shop Tfr. #26, 8-30-37	
27 430 M-1 0-6-0		Shop Tfr. #27, 7-29-37	

OIL-ELECTRIC SWITCHING LOCOMOTIVES

Number	Wheel Arrang.	Builder and date built	Horse power.	Total weight.
1000	8 wheel	Ingersoll-Rand 1926	300	130,000#
1001	8 wheel	Ingersoll-Rand 1926	300	130,000#
1002	8 wheel	Ingersoll-Rand 1927	300	130,000#
1200	8 wheel	Ingersoll-Rand 1930	600	216,000#

GAS-ELECTRIC MOTOR CARS

Number	Builder and date built	Service	Total weight
9900	Electro-Motv. Co. 1925	Baggage, smoker, coach	78,300#
9901-3	Electro-Motv. Co. 1926	Mail, baggage, smoker, coach	92,720#
9904-8	Electro-Motv. Co. 1927	Mail, baggage, smoker, coach	100,360#
9909-11	Pullman C. & M. Corp. 1928	Mail, baggage, smoker, coach	103,233#
9912	Pullman C. & M. Corp. 1928	Mail, baggage, smoker, coach	105,300#
9913-17	Pullman C. & M. Corp. 1928	Mail and baggage	131,840#
9918-19	Pullman C. & M. Corp. 1928	Mail and baggage	108,600#
9920	Pullman C. & M. Corp. 1928	Mail, baggage, smoker, coach	110,900#
9921	Pullman C. & M. Corp. 1928	Baggage, smoker, coach	106,800#
9922	Pullman C. & M. Corp. 1928	Mail, smoker, coach	107,200#
9923-24	Pullman C. & M. Corp. 1929	Smoker, coach	123,000#
9925-26	Pullman C. & M. Corp. 1929	Mail, baggage, smoker, coach	117,000#
9927	Pullman C. & M. Corp. 1929	Mail, baggage, smoker, coach	151,800#
9928-29	Pullman C. & M. Corp. 1929	Mail and baggage	111,700#
9930-31	Pullman C. & M. Corp. 1929	Mail and baggage	155,100#
9932	Pullman C. & M. Corp. 1929	Mail and baggage	154,900#
9900 sold to Sperry Products Co., 3-24-37.			
9931 scrapped 3-5-36.			

WINONA & ST. PETER LOCOMOTIVES

Note:—Chicago & North Western and Winona & St. Peter class designations are identical.

1			B. M. Co.	1866		Prob. Sc. ab. 1887
1	A-3	4-4-0	Schen	1883	See C&NW list #520, 889	
2			Rogers	—	"Winona"	Prob. Sc. ab. 1883
2	B-1	4-4-0	C&NW	1883	See C&NW list #890	
3			Smith & Jack.	1862	"St. Charles"	Prob. Sc. ab. 1888
3	A-3	4-4-0	C&NW	1884	See C&NW list #71, 891	
4			Rogers	1864	"Rochester" const. #496	Sc. 11-15-93
4	A-3	4-4-0	Schen	1883	See C&NW list #508, 892	
5			Rogers	1864	"Owatonna" const. #525	Prob. Sc. ab. 1887
5	B-1	4-4-0	C&NW	1880	See C&NW list #67, 893	
6			Rogers	1865	"Fairbault"	Sc. 9- 5-87
6			Rogers	1865	Orig. C&NW 42; changed to W&StP 6, 9-5-87; changed to W&StP 12, 10-1-88	Sc. 1-15-89
6	B-1	4-4-0	C&NW	1880	See C&NW list #374, 894	
7	Q-3	4-4-0	Rogers	1866	"Utica". See C&NW list #895	
8	Q-3	4-4-0	Rogers	1866	"Kasson". See C&NW list #896	
9			Hink	1865	"Claremont"	Sc. 5- 8-90
9	A-3	4-4-0	Schen	1883	See C&NW list #533, 897	
10			Hink	1866	"St. Peter"	Sc. 4-16-90
10	A-3	4-4-0	Schen	1883	See C&NW list #535, 898	
11			Hink	1866		Sc. 11-25-92
11	D-3	4-4-0	Bald	1881	See C&NW list #421, 899	
12			Hink	1866		Sc. 10- 1-88
12	Q-2	4-4-0	Rogers	1865	Orig. C&NW 42; changed to W&StP 6, 9-5-87; changed to W&StP 12, 10-1-88	Sc. 1-15-89
12	A-3	4-4-0	Schen	1883	See C&NW list #511, 900	
13			Hink	1866		Sc. 7- 1-90
13	A-3	4-4-0	Schen	1883	See C&NW list #543, 1013	
14			Hink	1866		Sc. 9-22-92
14	D-3	4-4-0	Bald	1881	See C&NW list #427, 1014	
15	G-1	4-4-0	Rd Is	1872	See C&NW list #1015	
16	G-2	4-4-0	Rd Is	1872	See C&NW list #1016	
17	G-2	4-4-0	Rd Is	1872	See C&NW list #1017	
18	G-1	4-4-0	Rd Is	1872	See C&NW list #1018	
19	D-4	4-4-0	Bald	1872	"Creston". See C&NW list #1019, 1046	
20	D-4	4-4-0	Bald	1872	"Rochelle". See C&NW list #1020, 1047	
21	D-4	4-4-0	Bald	1872	"Anonos"	Sc. 3- -98
21	D-3	4-4-0	Bald	1881	See C&NW list #428, 1021, 1033	
22	D-4	4-4-0	Bald	1872	"Delmar". See C&NW list #1022	
23	D-4	4-4-0	Bald	1872	"Onslow". See C&NW list #1023	
24	D-4	4-4-0	Bald	1872	"De Witt". See C&NW list #1024	
25	D-4	4-4-0	Bald	1872	"Comanche". See C&NW list #1025, 1037	
26	D-4	4-4-0	Bald	1872	"Fairfax". See C&NW list #1026	
27	D-4	4-4-0	Bald	1872	"La Moille". See C&NW list #1027, 1044	
28	D-4	4-4-0	Bald	1872	"Norway". See C&NW list #1028	
29	A-3	4-4-0	C&NW	1885	See C&NW list #1029, 113	
30	B-4	4-4-0	C&NW	1878	See C&NW list #1030, 138	
31			Rogers	1860	Prob. orig. C&NW #106 changed 1882	Sc. 7- 1-86
31	D-3	4-4-0	Bald	1881	See C&NW list #1031, 415	
32			Rogers	1861	Prob. orig. C&NW #109 changed 1882	Sc. 10- -89
32	A-3	4-4-0	Schen	1883	See C&NW list #1032, 512	
33			Jer City	1864	Prob. orig. C&NW #132 changed 1882	Sc. ab. 1889
33	B-5	4-4-0	C&NW	1875	Orig. W&StP 34; changed to W&StP 33, 5-31-89. See C&NW list #1033	
34	B-5	4-4-0	C&NW	1875	Changed to W&StP 33, 5-31-89	
34	A-3	4-4-0	Schen	1883	See C&NW list #1034, 527	

35	D-4	4-4-0	Bald	1872	See C&NW list #269 and Note "B"	Sc. 5-25-93
35	A-3	4-4-0	Schen	1883	See C&NW list #1035, 516	
36	D-4	4-4-0	Bald	1872	See C&NW list #270 and Note "B"	Sc. 5- -95
36	A-3	4-4-0	Schen	1883	See C&NW list #1036, 525	
37	D-4	4-4-0	Bald	1873	See C&NW list #271, 1037 and Note "B"	
38	D-4	4-4-0	Bald	1873	See C&NW list #272, 1038 and Note "B"	
39	D-4	4-4-0	Bald	1873	See C&NW list #273, 1039 and Note "B"	
40	D-4	4-4-0	Bald	1873	See C&NW list #274, 1040 and Note "B"	
41	D-4	4-4-0	Bald	1873	See C&NW list #275, 1041 and Note "B"	
42	D-4	4-4-0	Bald	1873	See C&NW list #276, 1042 and Note "B"	
43	D-4	4-4-0	Bald	1873	See C&NW list #277, 1043 and Note "B"	
44	D-4	4-4-0	Bald	1873	See C&NW list #278, 1044 and Note "B"	
45	D-4	4-4-0	Bald	1873	See C&NW list #279, 1045 and Note "B"	
46	G-1	4-4-0	Rd Is	1873	See C&NW list #1046, 286	
47	G-1	4-4-0	Rd Is	1873	See C&NW list #1047, 293	
48			Hink	1866	Prob. orig. C&NW	Sc. 11-15-91
48	A-3	4-4-0	Schen	1883	See C&NW list #1048, 518, 547	
49			C&NW	1865	Prob. orig. C&NW	Sc. 10- 8-88
49	A-3	4-4-0	Schen	1883	See C&NW list #1049, 551	
50			C&NW	1866	Prob. orig. C&NW	Sc. 1-18-90
50	A-3	4-4-0	Schen	1883	See C&NW list #1050, 554	
51			C&NW	1865	Prob. orig. C&NW	Sc. 4-10-90
51	A-3	4-4-0	Schen	1883	See C&NW list #1051, 569	
52			Hink	1866	Prob. orig. C&NW	Sc. 11-26-91
52	D-3	4-4-0	Bald	1881	See C&NW list #1052, 443	
53	D-1a	4-6-0	Schen	1885	See C&NW list #1053, 584	
54	D-1a	4-6-0	Schen	1885	See C&NW list #1203, 585; FEMV list #213	
54	S-3	4-6-0	Schen	1891	See C&NW list #1054, 113	
55	D-1a	4-6-0	Schen	1885	See C&NW list #1055, 586	
56	D-1a	4-6-0	Schen	1885	See C&NW list #1207, 587; FEMV list #217	
56	S-3	4-6-0	Schen	1891	See C&NW list #1056, 138	
57	D-1a	4-6-0	Schen	1885	See C&NW list #1057, 588	
58	D-1a	4-6-0	Schen	1885	See C&NW list #1058, 589	
59	D-1a	4-6-0	Schen	1885	See C&NW list #1059, 590	
60	D-1a	4-6-0	Schen	1885	See C&NW list #1060, 591	
61	D-1a	4-6-0	Schen	1885	See C&NW list #1217, 592; FEMV list #212, 227	
61	S-3	4-6-0	Schen	1891	See C&NW list #1061, 160	
62	D-1a	4-6-0	Schen	1885	See C&NW list #1062, 593	

MILWAUKEE, LAKE SHORE & WESTERN LOCOMOTIVES

No.	Orig. Class	Type	Builder and date built	Const. No.	
1	—	—	Prob. Bald	1871	See C&NW list #901
2	A	4-4-0	Bald	1871	See C&NW list #902
3	A	4-4-0	Bald	1871	See C & NW list #903, 912
3	—	4-4-0	Rd Is	1884	Changed to MLS&W 50 upon delivery 1884
4	B	4-4-0 D. & C.		1874	See C&NW list #904
5	B	4-4-0 D. & C.		1874	See C&NW list #905
6	B	4-4-0 D. & C.		1874	See C&NW list #906
7	B	4-4-0 D. & C.		1874	See C&NW list #907
8	B	4-4-0 D. & C.		1874	See C&NW list #908
9	D	4-4-0 Rd Is		1877	See C&NW list #909
10	C	0-4-0 Rd Is		1877	See C&NW list #910
11	E-5	4-4-0 Rd Is		1877	See C&NW list #911
12	G	4-4-0 Rd Is		1877	See C&NW list #912
13	E-1	4-4-0 Rd Is		1879	See C&NW list #913
14	E-1	4-4-0 Rd Is		1879	See C&NW list #914
15	E-1	4-4-0 Rd Is		1879	See C&NW list #915
16	E-2	4-4-0 Rd Is		1879	See C&NW list #916
17	E-2	4-4-0 Rd Is		1880	See C&NW list #917

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-91

18	E-2	4-4-0	Rd	Is	1880	818
19	C	0-4-0	Rd	Is	1880	836
20	I-1	2-6-0	Rd	Is	1890	2512
21	F	4-4-0	Port		1880	359
22	F	4-4-0	Port		1880	361
23	E-3	4-4-0	Rd	Is	1880	907
24	E-3	4-4-0	Rd	Is	1880	908
25	E-3	4-4-0	Rd	Is	1880	868
26	E-3	4-4-0	Rd	Is	1880	869
27	E-3	4-4-0	Rd	Is	1880	906
28	J	4-4-0	Brooks		1880	
29	—	4-4-0	—		—	—
30	I-1	2-6-0	Rd	Is	1890	2513
31	I-1	2-6-0	Rd	Is	1890	2514
32	I-1	2-6-0	Rd	Is	1890	2515
33	E-4	4-4-0	MLS&W		1885	
34	E-3	4-4-0	Rd	Is	1881	1093
35	E-3	4-4-0	Rd	Is	1881	1094
36	E-3	4-4-0	Rd	Is	1881	1095
37	E-3	4-4-0	Rd	Is	1881	1096
38	E-3	4-4-0	Rd	Is	1881	1097
39	E-3	4-4-0	Rd	Is	1881	1098
40	K	4-4-0	Rd	Is	1883	1320
41	K	4-4-0	Rd	Is	1883	1321
42- 45	K-1	4-4-0	Rd	Is	1883	1384-1387
46- 49	K-2	4-4-0	Rd	Is	1884	1484-1487
50	K-2	4-4-0	Rd	Is	1884	1483
51	I-1	2-6-0	Rd	Is	1890	2516
52	L	4-4-0	Bald		1884	
53- 55	M	0-4-0	Bald		1885	7636-7638
56- 60	N	4-4-0	Bald		1885	7621-7625
61- 67	K-3	4-4-0	Rd	Is	1886	1654-1660
68- 70	O	0-4-0	Rd	Is	1886	1661-1663
71	N-1	4-4-0	Bald		1886	8013
72	N-1	4-4-0	Bald		1886	8014
73	N-1	4-4-0	Bald		1886	8019
74- 80	K-3	4-4-0	Rd	Is	1887	1742-1748
81- 88	K-3	4-4-0	Rd	Is	1887	1767-1774
89	K-3	4-4-0	Rd	Is	1887	1776
90	K-3	4-4-0	Rd	Is	1887	1775
91	K-4	4-4-0	Rd	Is	1887	1816
92	I-4	2-6-0	Rd	Is	1887	1871
93	I-4	2-6-0	Rd	Is	1887	1872
94	K-5	4-4-0	Rd	Is	1887	1874
95	K-5	4-4-0	Rd	Is	1887	1875
96	I-4	2-6-0	Rd	Is	1887	1873
97-101	K-3	4-4-0	Rd	Is	1888	1939-1943
102-106	I-1	2-6-0	Rd	Is	1890	2310-2314
107	P	0-6-0	Rd	Is	1890	2336
108	P	0-6-0	Rd	Is	1890	2335
109-111	P	0-6-0	Rd	Is	1891	2581-2583
112	I-2	2-6-0	Rd	Is	1891	2561
113	I-2	2-6-0	Rd	Is	1891	2562

See C&NW list #918
See C&NW list #919
See C&NW list #920
See C&NW list #921
See C&NW list #922
See C&NW list #923
See C&NW list #924
See C&NW list #925
See C&NW list #926
See C&NW list #927
See C&NW list #928
Sold to Oshkosh Lumber Co. 10-93
See C&NW list #930
See C&NW list #931
See C&NW list #932
See C&NW list #933
See C&NW list #934
See C&NW list #935
See C&NW list #936
See C&NW list #937
See C&NW list #938
See C&NW list #939
See C&NW list #940
See C&NW list #941
See C&NW list #942-945
See C&NW list #946-949
Orig. MLS&W 3, changed to 50 upon delivery; see C&NW list #950
See C&NW list #951
See C&NW list #952
See C&NW list #953-955
See C&NW list #956-960
See C&NW list #961-967
See C&NW list #968-970
See C&NW list #971
See C&NW list #972
See C&NW list #973
See C&NW list #974-980
See C&NW list #981-988
See C&NW list #989
See C&NW list #990
See C&NW list #991
See C&NW list #992
Orig. class I. See C&NW list #993
See C&NW list #994
See C&NW list #995
Orig. class I. See C&NW list #996
See C&NW list #997-1001
See C&NW list #1002-1006
See C&NW list #1007
See C&NW list #1008
See C&NW list #1009-1011
See C&NW list #1012
See C&NW list #929

STOUC CITY & PACIFIC LOCOMOTIVES

1	Probably 4-4-0, Manchester #82 built 1866, "Blair" or "John I. Blair"	Prob. Sc. prior 1895
1	F-3, 4-4-0, Schen 1888. For additional data see C&NW list #685 and #887.	
2	Unknown	Prob. Sc. prior 1882
2	B, 4-4-0, Manchester 1882	Prob. Sc. prior 1901
3	A, 4-4-0, Manchester #91 built 1867, "W. N. Walker" or "W. W. Walker"	Sc. 9- -01
4	Probably 4-4-0, Manchester #107 built 1868 "Governor Douglas"	Prob. Sc. prior 1899
4	C, 4-6-0, Schen. 1899. Changed to C&NW 1063, class S-8, 9-30-01	Sc. 12-31-26
5	Probably 4-4-0, Manchester #106, built 1868 "Oakes Ames"	Prob. Sc. prior 1899
5	D, 4-4-0, Schen. 1899. Changed to C&NW 1064, class C-1, 10-1-01	Sc. 2- -4-26
6	Probably 4-4-0, Manchester #103, built 1868 "L. Barrett"	Prob. Sc. prior 1899
6	D, 4-4-0, Schen. 1899. Changed to C&NW 1065, class C-1, 9-01	Sc. 10-21-26
7	A-1, 4-4-0, Rogers 1869 "Fremont"	Sc. 9- -01
8	A-1, 4-4-0, Rogers 1869 "Sioux City"	Sc. 9- -01
9	B, 4-4-0, Manchester 1873	Sc. 9- -01
10	B-1, 4-4-0, Danforth & Cooke, 1869	Sc. 9- -01
11	Unknown	Sold 10-16-01
12	F-3, 4-4-0, Schen 1888. For additional data see C&NW list #689 and #888	
13	B, 4-4-0, Manchester 1873	Sc. 9- -01

Note:—Sioux City & Pacific locomotives were carried on Fremont, Elkhorn & Missouri Valley lists as F. E. & M. V. locomotives #1 to #13 inclusive until 1901 when they were either scrapped or were taken into Chicago & North Western classification.

FREMONT, ELKHORN & MISSOURI VALLEY LOCOMOTIVES

For locomotives #1 to #13 inclusive prior to 1902, see Sioux City & Pacific locomotive list.

1- 6	Q	4-6-0 Schen	1896	For additional data see C&NW list #612, 594, 609, 614, 611, 613 and 1176 to 1190 incl.
7	F-2	4-6-0 Schen	1892	Orig. FE&MV 211, changed to 7, 1902, changed to C&NW 1228 class E-8, 6-03
14- 17	E-3	4-4-0 Manch	1880	See C&NW list #1219-1222
18- 19	B	4-4-0 Manch	1881	See C&NW list #1303-1304
20	B-1	4-4-0 Manch	1881	Prob. Sc. prior 1901
21		Unknown		
22	B-1	4-4-0 Manch	1881	Changed to O-22 ab. 1901
23	B	4-4-0 Manch	1882	Changed to O-23 ab. 1901
24- 28	B-1	4-4-0 Manch	1882	27 changed to O-27 ab. 1901 and sold 9-21-03, balance probably scrapped 1901
20- 28	Q	4-6-0 Schen	1896	See C&NW list #160, 138, 616, 617, 595, 113, 596, 615, 610, 1180-1188 inclusive
29- 31	E-2	4-4-0 Manch	1883	See C&NW list #1229-1231
32- 46	E	4-4-0 Baldwin	1885	See C&NW list #1232-1246
47- 66	E-1	4-4-0 Schen	1886	See C&NW list #1247-1266
67- 87	E-1	4-4-0 Schen	1887	See C&NW list #1267-1287
88- 90	F	4-6-0 Schen	1887	Changed to FE&MV 200-202 incl. 8-90. See also C&NW list #1218, 1201, 1202
88- 92	E-4	4-4-0 Schen	1883	See C&NW list #530, 547, 523, 524, 528, 1288-1292 incl.
93- 95	F-4	4-4-0 Schen	1886	See C&NW list #55, 155, 629, 1293-1295 incl.
96	F-4	4-4-0 Schen	1887	See C&NW list #683, 1296
97	F-4	4-4-0 Schen	1886	See C&NW list #628, 24, 1297
200-202	F	4-6-0 Schen	1887	Orig. FE&MV 88-90 incl. Changed to 200-202, 8-90. See also C&NW list #1218, 1201, 1202
203-207	F-1	4-6-0 Schen	1891	See C&NW list #1223-1227 incl.
208-209	G	4-8-0 NG Schen	1891	See C&NW list #64, 410, 1298, 1299
210	G	4-8-0 NG Schen	1892	See C&NW list #468, 1300
211	F-2	4-6-0 Schen	1892	Chgd. to FE&MV 7, 1902. Chgd. to C&NW 1228, 6-03
212	F-5	4-6-0 Schen	1885	Changed to FE&MV 227, 10-19-02. For additional data see C&NW list #592, 1217 and W&StP list #61
211-212	G	4-8-0 NG Schen	1902	See C&NW list #477, 933, 1301, 1302
213-227	F-5	4-6-0 Schen	1885	See C&NW list #585, 587, 594-596, 609-617, 1203-1217 and W&StP list #54, 56

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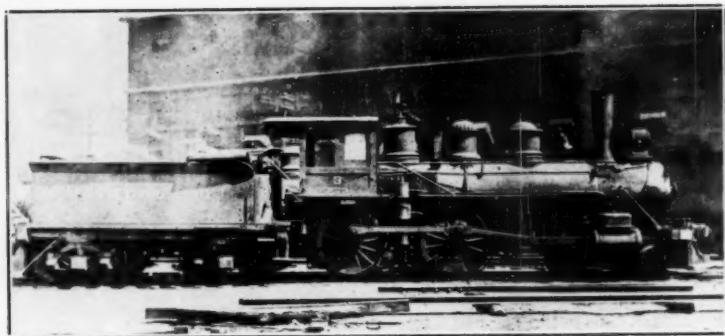
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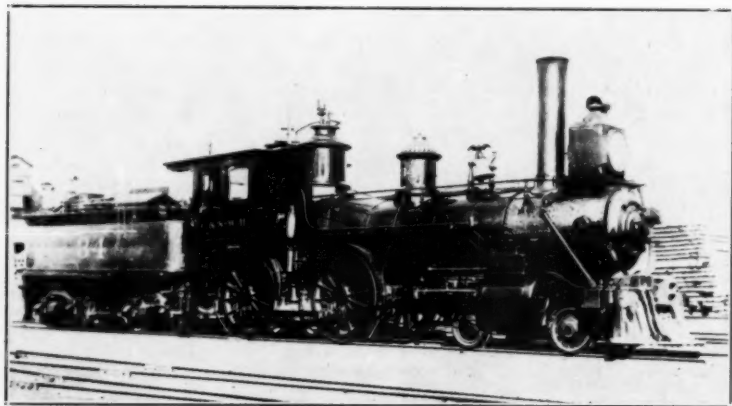
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Mattoon Ry. #3, ex. C. & N. W. #264, class D-5, Baldwin.



C. & N. W. #34, class U-1 as rebuilt in 1880.

PIERRE, RAPID CITY & NORTH WESTERN LOCOMOTIVES

1 to 10 incl. Q 4-6-0 Rogers 1906. See C&NW list #1323-1332, 497-506.

WYOMING & NORTH WESTERN LOCOMOTIVES

1 to 10 incl. Q 4-6-0 Rogers 1906. See C&NW list #556-565.

PIERRE & FT. PIERRE BRIDGE RY. CO.

Three locomotives that became P&FtPBCo. #1.

From 10-3-07 to 3-1-12:—

C&NW #362 class B-1, built by C&NW 1880, 4-4-0
Sold to P&FtPBCo. 10-3-07
Returned to C&NW and scrapped 3-1-12

From 3-1-12 to 8-1912:—

C&NW #498 class A-2, built by C&NW 1883, 4-4-0
Sold to P&FtPBCo. 3-1-12
Returned to C&NW and changed to #1259, 8-12
Scrapped 4-24-13

From 8-1912 to 8-23-20:—

C&NW #1259 class E-10, built by Schen. 1886, const. #2105, 4-4-0
Original loco. FE&MV 59, class E-1
Changed to C&NW 1259, 5-03
Sold to P&FtPBCo. 8-1912
Returned to C&NW and changed to #1259, 8-23-20
Scrapped 11-28-24

PRINCIPAL MECHANICAL DATA OF LOCOMOTIVES

Dates given are approximate to indicate period only. Diameter of drivers are outside dimensions—many records show inside diameter only and to these 7 inches has been added. Total weight is in working order. All data given is earliest available and in most cases is the original as built. Boiler diameter is at front.

Class	Type	Builder	Cyls.	Dia.	Boiler	Fire	Engine	Total Wt.	Tractive
A-1	4-4-0	Schen	1895	75"	62"	96 x40	23"-1"	126,900#	22,000
A-2	4-4-0	C&NW	1881	69	50	66 x35	23"-1 1/4"	84,800	14,000
A-3	4-4-0	C&NW	1883	63	50	66 x35	23"-1 1/4"	84,800	15,400
A-4	4-4-0	Schen & C&NW	1885	63	50	140 72 x35	23"-7 1/4"	83,150	16,900
A-5	4-4-0	C&NW	1884	69	52	150 72 x35	23"-7 1/4"	90,900	16,000
B-1	4-4-0	Reb. C&NW	1898	69	56	180 74 x35	23"-5 1/4"	108,180	18,000
B-2	4-4-0	C&NW	1899	75	64	190 108 x40	24"-8"	137,000	25,000
B-3	4-4-0	C&NW	1878	63	48 3/4	66 x35 1/2	22"-11 3/4"	81,000	15,400
B-4	4-4-0	C&NW	1875	69	48 3/4	66 x35 1/2	22"-11 3/4"	79,700	14,000
C-1	4-4-0	Reb. C&NW	1891	69	50	140 72 x35 1/2	23"-1"	78,000	14,000
C-2	4-4-0	Reb. C & NW	1898	63	56	180 74 x34 1/2	25"-5 3/4"	107,000	19,700
C-3	4-4-0	Schen	1899	80	62	190 108 x40	24"-8"	135,800	22,200
C-4	4-4-0	C&NW	1877	63	46	54 x36	21"-0 3/4"	67,700	20,400
C-5	4-4-0	Schen	1899	69	56	185 90 x40	23"-0"	111,500	16,900
C-6	4-4-0	Schen	1885	63	52	150 72 x35	23"-7 1/4"	88,550	16,500
C-7	4-4-0	Schen	1885	63	52	150 72 x35	23"-7 1/4"	90,000	18,500
C-8	4-4-0	Schen	1887	63	52	150 72 x35	23"-7 1/4"	90,600	18,500
C-9	4-4-0	Schen	1888	63	54	150 72 x35	23"-7 1/4"	95,300	18,500
C-10	4-4-0	Reb. C&NW	1916-23	63	54	150 71 x33	23"-7 1/4"	102,800	15,700
C-11	4-4-0	Schen	1893	69	55	180 74 x32 1/2	23"-9"	107,500	20,100
C-12	4-4-0	Reb. C&NW	1899-03	69	58	180 90 x40	23"-9 1/2"	122,530	20,100
C-13	4-4-2	Schen	1900-8	81	68 1/2	200 102 x65 1/2	26"-9"	25,700	25,700
D-1	4-4-0	Reb. C&NW	1887	56	48	140 58 x34 1/2	23"-2 1/2"	86,100	17,500
D-1a	4-6-0	Schen	1885	59	52	150 72 x34 1/2	24"-0"	89,000	19,700
D-1b	4-6-0	Schen	1885	59	52	150 72 x34 1/2	24"-0"	89,000	19,700
D-2	2-6-0	Bald	1873	59	50	140 60 x34	21"-5"	100,000	19,700
D-2a	2-6-0	Brooks	1883	59	52	150 72 x34	21"-8"	78,200	16,400
D-3	4-4-0	Bald	1881	63	48	135 69 1/2 x34	23"-0"	86,000	19,700
D-4	4-4-0	Bald	1872	63	48	135 65 x34 1/2	22"-0 3/4"	80,400	14,800
D-5	4-4-0	Bald	1867	58	49	54 x34 1/2	21"-8"	76,000	12,100
D-6	4-4-0	Bald	1870	63	48	54 x34 1/2	20"-10 3/4"	67,900	12,100

Locomotives #258 and 259, also this class were built by Baldwin 1869.

Weight with Stephenson gear 158,000; Walschaert gear 180,000; Young gear 183,000. Engine 1026 had rotary valves and Walschaert gear, later changed back to Stephenson.

Young's valve and gear applied, later changed to piston valves. Engines 390-399 incl. built with Young drivers, later changed to 81". Boiler 127, 158 and 394 increased to 210" 1936.

Engines 1015-1024 incl. built with 80" drivers, later changed to 81".

Engines 1015-1024 incl. built with 80" drivers, later changed to 81".

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Engines 1015-1024 incl. built with 80" drivers, later changed to 81".

Engines 1015-1024 incl. built with 80" drivers, later changed to 81".

Class	Type	Builder	Cyls.	Dia.	Drvs.	Boiler	Fire	Engine	Total Wt.	Tractive
						Press.	Box	Wheel Base	Engine	Power
D-0	4-4-0 Bald	1870	15x24	63	48		54 x34½	7'-6"	61,250	14,300
							54 x34½	7'-0"	50,300	
D-7	0-4-0 Bald	1881	16x22	53	46	135	42 x35	7'-0"	61,250	
D-8	0-4-0 Bald	1866	14x22	48	38		49½x32½	9'-9"	34,000	
D-9	0-6-0 Bald	1872	15x22	48	41		49½x32½	17'-9"	30,000	
D-10	4-4-0 (3' gauge) Bald	1879	11x26	43	37½	130	49½x23	14'-0"	52,500	
D-11	2-6-0 (3' gauge) Bald	1879	10x16	39	34	130	40½x23	16'-0"	103,700	22,000
D-11	2-6-0 (3' gauge) Schen	1912	11x18	43	40¾	150	54 x24	23'-8½"	118,000	25,600
D-12	4-6-0 Bald	1888	19x24	59	56	150	72 x34	23'-10"	132,750	22,600
D-12a	4-6-0 Reb. C&NW	1897	19x24	59	56	175	72 x32	23'-9½"	106,600	20,200
D-13	4-6-0 Bald	1892	14½x24	69	60	180	108 x41	19-24, 12-3-01.		
D-14	Engine #820 only.	Originally Vaucrain compound, changed to simple					changed to simple			
E	4-4-0 Bald	1892	12½x24	69	56	180	96 x41	21'-9"		
	Engine #821 only.	Originally Vaucrain compound, changed to simple					18x24, 9-7-99.			
	4-6-2									
	#1500-1539 Schen	1909-10	23x28	75	70¾	190	108 x70¾	34'-7"	245,000	31,900
	#1540-1544 Schen	1910	25x28	75	70¾	190	108 x70¾	34'-7"	250,500	37,800
	#1545-1579 Schen	1911-12	25x28	75	70¾	170	108 x70¾	34'-7"	251,500	33,700
	#1580-1609 Schen	1913-15	25x28	75	70¾	170	108 x70¾	34'-7"	261,000	33,700
	#1610-1627 Schen	1916-17	25x28	75	70¾	170	108 x70¾	34'-8"	263,500	33,700
	#1628-1647 Schen	1921	25x28	75	70¾	185	108 x70¾	34'-8"	269,000	36,700
	#1648-1667 Dunkirk	1922-23	25x28	75	70¾	185	108 x70¾	36'-2"	273,500	36,700
	#1500-1539 boiler pressure chgd. to 200#, t. p. 33600#.									
	#1500-1609 wheel base chgd. to 34'-8".									
	#1500-1579, Walschaert; 1580-1627, Baker; 1628-1667, Young.									
E-1	4-4-0 Grant	1882	17x24	63	48	135	62 x33½	21'-8¼"	70,000	13,100
E-1	4-6-2 Schen	1910-16	22x26	69	64	180	102 x65½	32'-7"	27,900	
	#2201-2220 Baker valve gear, wt. 229,000#.									
	#2221-2226 Baker valve gear, wt. 233,000#.									
	chert valve gear, wt. 219,000#.									
E-2	4-4-0 Grant	1873	16x24	63	48	60	x34	21'-8¼"	69,850	45,000
E-2a	4-6-2 Schen	1923	26x28	75	76½	210	116 x78½	37'-0½"	292,000	
	Rebuilt class E-2.									
	Rebuilt from coal to oil burner.									
E-2b	Rebuilt class E-2.									
	Principal changes: drivers increased to 79" dia., boiler pressure changed to 225#.									
	Rebuilt from coal to oil burner.									
	Principal changes: drivers increased to 79" dia., boiler pressure changed to 225#.									
	tion of Standard type BK stoker and Franklin type C2S booster.									
	incl.									
E-3	4-4-0 Grant	1873	16x24	63	46	60	x35	22'-6½"	69,000	15,300
E-3 (FEMV E-3)	4-4-0 Manch	1880	17x24	59	49	66	x35	21'-8¼"	76,400	13,100
E-4	4-4-0 Rebuilt E-1	1883	16x24	63	48	135	62 x33½	22'-6"	77,900	
E-2 (FEMV E-2)	4-4-0 Manch	1883	17x24	63	50	66	x35	42'-4"	70,000	
E-4	4-6-4 Schen	1938	25x29	84	88½	300	157 x83½		412,000	55,000

Class	Type	Builder	Cyls.	Dia.	Boiler	Fire	Engine	Total Wt.	Tractive
				Drvs.	Dia.	Box	Wheel Base	Engine	Power
E-5	4-4-0	Rebuilt E-1 & O-4	16x24	63	48	130	21'-8"	70,000	12,600
E-6 (FEMV E)	4-4-0	Bald	17x24	63	52	140	23'-8"	87,000	15,400
E-7 (FEMV F-1)	4-6-0	Schen	18x24	63	54	165	24'-0"	105,900	20,400
E-8 (FEMV F-2)	4-6-0	Schen	18x24	63	54	180	24'-0"	108,000	22,200
E-9 (FEMV B)	4-4-0	Manch	16x24	63	47	60	22'-7"	73,450	17,000
E-10 (FEMV E-1)	4-4-0	Schen	17x24	59	52	145	22'-8"	89,700	15,400
E-11	4-4-0	Taunton	17x24	63	51	140	22'-5 1/2"	80,500	13,500
F-2	4-4-0	Taunton	15x24	63	50	140	22'-0"	64,400	19,400
F-3	4-4-0	Rebuilt F-1	15x24	63	50	140	22'-0"	66,000	12,100
G (FEMV G)	4-8-0	(3" gauge) Schen	16x20	36	52	160	18'-0"	66,000	65,200
G-1	4-4-0	Rd Is	16x24	63	48	130	21'-2"	71,400	12,100
G-2	4-4-0	Rd Is	16x24	63	40	65	21'-2"	49,000	65,200
G-3	4-4-0	Rd Is	18x24	53	40	42	48'-7"	498,000	Baker valve
H	4-8-4	Bald	27x32	76	90 1/4	250	3001-3005	Engines	
Tractive power with booster 76,500#. Designed for 27 1/2" boiler pressure.									
gear, engines 3006-3035 Walschaert valve gear.									
H-1	4-4-0	C&NW	16x24	69	48 3/4	135	21'-9 1/2"	79,100	12,000
H-2	4-4-0	C&NW	16x24	69	40	54	21'-0 1/2"	70,900	10,500
H-3	4-4-0	C&NW	16x22	69	46	130	21'-9 1/2"	73,500	12,400
H-4	4-4-0	Rebuilt H-1	16x24	69	50	140	22'-11 1/2"	79,150	21,800
I-2 (MLSW I-1)	2-6-0	Rd Is	18x24	59	54	165	22'-9"	103,500	21,800
I-2 (MLSW I-2)	2-6-0	Rd Is	18x24	59	54	165	22'-9"	103,500	19,800
I-4 (MLSW I-4)	2-6-0	Rd Is	18x24	61	52	150	22'-3"	98,000	60,100
J	2-8-2	Schen, Richmond and Dunkirk 1913-1923	27x32	61	81 1/2	185	36'-5"		
Engines #2301-2492 Baker valve gear, wt. 304,500#. #2493-2532 Young valve gear, wt. 314,000#. #2533-2597 Young valve gear and Commonwealth trailer, wt. 314,000#. #2599-2600, 2701-2710 Young valve gear and rebuilt-up trailer, wt. 309,500#. Engines #2704-2710 came from builders equipped for oil burning.									
J-A	2-8-2	Rebuilt class J (see locomotive tabulation for numbers rebuilt). Principal changes: boiler pressure increased to 200#, drivers inc. to 63", type BK stoker added.	1880	14x24	60	45	120	49 1/2 x 35	56,000
J (MLSW J)	4-4-0	Brooks	1880	14x24	60	45	120	49 1/2 x 35	56,000
J-1 (MLSW E-1)	4-4-0	Rd Is	1879	16x24	63	46 1/2	135	60 1/2 x 35 1/2	68,000
J-1	4-4-0	C&NW	1867	16x24	69	47	60	60 x 35	74,000
J-2 (MLSW E-2)	4-4-0	Rd Is	1879	16x24	63	46 1/2	135	60 1/2 x 35 1/2	68,000
J-3 (MLSW E-3)	4-4-0	Rd Is	1880	16x24	63	46 1/2	135	60 1/2 x 35 1/2	68,000
J-3	4-4-0	C&NW	1868	15x24	70	47	58	58 x 36	65,750
J-4	4-4-0	C&NW	1863	16x24	63	47	54	54 x 37	58,000
J-4	4-4-0	MLSW	1885	16x24	63	48 1/4	135	60 1/2 x 35 1/2	68,000
J-4	2-8-4	Dunkirk	1927	28x30	63	88	240	150 x 96 1/4	397,000
Tractive power with Franklin booster 79,500#. Equipped with Walschaert valve gear.									

Class	Type	Builder	Cyls.	Dia. Drvs.	Boiler Dia.	Boiler Press.	Fire Box	Engine Wheel Base	Total Wt. Engine	Tractive Power
K	0-6-0	Rd Is	1902	17x24	51	54	160	84 1/4 x 34 1/4	95,000	21,800
K-1	0-4-0	C&NW	1880	16x22	53	43 1/4	135	50 1/2 x 35	59,850	14,300
K-2	0-4-0	C&NW	1883	16x24	59	48	135	53 1/2 x 35 1/2	68,500	13,900
K-3	0-6-0	Schen	1886	17x24	51	50	140	84 1/4 x 34 1/2	81,300	19,000
K-4	0-6-0	Schen	1891	17x24	51	52	150	96 x 34	87,250	20,200
K-5	0-6-0	Schen	1893	18x24	51	56	150	96 x 34	99,000	22,700
L	4-6-2	Schen	1908	20x26	63	60	160	102 3/4 x 65 1/4	180,000	23,900
Designed to burn lignite. #968 changed to coal burner 4-6-26. Boiler pressure changed to 170# April 1921, all locomotives.										
L-1, L-3	4-4-0	C&NW	1876	15x24	64	44 1/4	53 1/2 x 35 1/2	21'- 5 1/2"	67,000	
L-2	4-4-0	C&NW	1875	15x24	63	44 1/4	54 1/2 x 35 1/2	21'- 0 1/2"	69,700	
M	0-6-0	Schen	1896	18x24	51	60	170	96 1/4 x 32 1/2	106,800	26,000
M-1	0-4-0	C&NW	1873	14x22	52	39 1/4	48 1/2 x 31 1/4	7'- 0 "	50,000	
M-1	0-6-0		18x24	51	60	180	82 x 38 1/2	11'- 0 "	124,000	27,400
Those built by Rhode Island 1905, 1906, slide valve, Stephenson gear; (#162, 408 rebuilt with piston valves); fire box 82x40 1/2; weight 26,600#.										
Schen. 1907-09 piston valve, Stephenson gear. Schen. 1910, 1912 piston valve. Baker valve gear, super-heater.										
M-2	0-6-0		21x28	51	67 1/2	180	72 x 65 1/4	11'- 6 "	184,000	37,000
Built by Schen. 1916, Brooks 1917, Dunkirk 1922-23.										
M-2	0-4-0	C&NW	1870	14x22	47	41	180	42 1/2 x 34	50,000	
M-3	0-6-0	Pat. & Schen	1919	21x28	51	66	180	72 x 66 1/4	163,500	37,000
M-4	0-8-0	Richmond	1927	25x28	51	80	185	102 1/2 x 66 3/4	231,000	54,000
N (MLSW M)	0-4-0	Bald	1885	15x24	52	48 1/4	140	46 x 34	58,000	14,300
N-1	4-4-0	Hink	1864	15x24	58		55 x 36	7'- 0 "	57,000	
N-2	4-4-0	Rebuilt O-4		15x24	69	48	130	62 x 35 1/2	71,000	10,100
N-3	4-4-0	Hink	1866	16x24	58		55 x 37	21'- 8 "	70,000	
O (MLSW O)	4-4-0	Rd Is	1886	15x24	52	48	145	50 x 35 1/2	60,000	14,800
O-1	4-4-0	McK&A	1869	15x24	63	49	55 x 35	20'- 6 "	70,100	
O-2, O-5	0-4-0	McK&A	1867	14x22	48	41	42 x 36	7'- 4 "	43,800	
O-3	4-4-0	McK&A	1867	15x24	58	43	53 x 37 1/2	20'- 6 "	66,200	
O-4	4-4-0	McK&A	1867	15x24	69	48	56 x 35	21'- 0 "	71,000	
O-6	4-4-0	C&NW	1885	15x24	64	48	60 x 35	22'- 1 1/4 "	64,000	
P (MLSW P)	0-6-0	Rd Is	1890	17x24	52	52	66 x 34 1/4	10'- 0 "	90,000	19,300
P-1	4-4-0	C&NW	1872	15x22	69	44	145	53 x 35	69,600	
P-2	4-4-0	C&NW	1873	15x22	63	50	140	66 x 35	57,000	11,000
P-3	4-4-0	Rebuilt	1871-3	15x22	69	47	52 x 36	20'- 11 "	54,000	
P-4	4-4-0	C&NW	1872	15x22	63	41	53 x 35	21'- 2 "	59,100	25,400
Q	4-6-0		18x26	63	58	190	90 1/4 x 40 1/2	25'- 4 "	139,100	
Built by Schen. 1898; Rd. Is. 1903; Rogers 1906. Same class on F&M V, W&N W, PRC&N W.										

Class	Type	Builder	Cyls.	Dia. Drvrs.	Boiler Dia.	Press.	Fire Box	Engine Wheel Base	Total Wt. Engine	Tractive Power
Q-1	4-4-0	Rogers	1861	16x22	65		52 x36		58,250	
Q-2	4-4-0	Rogers	1864	15x22	63		49 x36		52,000	
Q-3	4-4-0	Rebuilt Q-1	16x24	63	46	130	60 x35½	20'-0"	68,600	12,700
R	4-6-0	Schen & Bald	1897-00	20x26	63	64½	190 102 x40½	25'-10"	153,000	26,700
	As originally built all with Stephenson gear: all with slide valves with exception of #339 and 340 which had piston valves. Engine #341 originally built as cross compound 22½ and 35x26 cylinders, boiler pressure 200#, weight 163,000#. As rebuilt, these engines were of same dimensions etc., except wt.: 156,700#. 30,900									
R-1	4-6-0	Original design	21x26	63	66½	200 102 x65½	25'-10"		164,000	30,900
	-	As rebuilt	21x26	63	72½	200 104 x65½	25'-10"		167,500	30,900
	Built by Schen, and Baldwin 1901-1908. Walschaert gear for those built in 1908, balance Stephenson. Weights for Walschaert gear:—original design 182,500#; as rebuilt 186,000#. Gears on rebuilt engines remaining same as for orig. design.									
S-1	4-6-0	Schen	1888	19x24	59	56	160 78½x34½	24'-5"	114,600	23,400
S-2	4-6-0	Schen	1890-91	19x24	59	58	170 95½x41	22'-5"	120,400	24,900
S-3	4-6-0	Schen	1891	18x24	63	56	170 90½x40½	21'-7"	116,000	20,900
S-4	4-6-0	Schen	1891-2	19x24	63	58	175 95½x41	22'-5"	125,900	20,500
	Rebuilt with same general dimensions. #646 orig. simple, changed to Vauclain compound with 14½x24 cylinders 4-12-97, changed back to simple 9-20-01. #836 orig. simple, changed to Richmond cross compound with 19½x24 cylinders 7-1-96, changed back to simple 3-24-02.									
S-5	4-6-0	Schen	1892	19x24	69	58	175 95 x40½	22'-6"	126,900	22,000
S-6	4-6-0	Schen	1892	19x24	63	58	180 95 x40½	22'-6"	131,000	
	Built as cross compound with 20½x24 cylinders, changed to simple and class S-4, 11-17-03—locomotive #819 only.									
S-7	4-6-0	Schen	1893	19x24	69	60	175 78 x33	25'-3"	129,000	22,000
S-8 (SC&P C)	4-6-0	Schen	1899	18x24	63	54	185 83 x40½	24'-1½"	116,000	20,800
T-1	4-4-0	C&NW	1873	13x20	63	37	48 x35	19'-8"	60,200	
T-2	4-4-0	C&NW	1884	13x20	63	41	50 x36	20'-5"	63,000	
U-1	4-4-0	C&NW	1884	15x22	63	48	60 x35	21'-1"	52,000	
U-2	4-4-0	J. C.	1864	16x24	63	45	58 x35	21'-8½"	78,000	
U-3	4-4-0	C&NW	1872	16x24	63	49	53 x35	21'-4"	68,000	
V (MLSW N)	4-4-0	Bald	1885	17x24	63	53	145 71½x33½	22'-6"	80,300	13,500
V-1 (MLSW N-1)	4-4-0	Bald	1886	17x24	63	53½	145 71½x33½	22'-5½"	82,000	13,500
V-1 (CI&D)	0-4-0	D. & C.	1867	14x22	51	40	52 x35	7'-8"	51,700	13,100
V-2 (CI&D)	4-4-0	Cooke	1882	16x24	63	48	135 60 x34	21'-6"	71,200	13,100
W-1	4-4-0	Cooke	1883	17x24	59	50	140 69 x34	22'-5"	82,300	16,500
X (MLSW K)	4-4-0	C&NW	1865	15x24	58		54 x36		57,000 & 60,000	
X-1 (MLSW K-1)	4-4-0	Rd Is	1885	16x24	63	49	145 65 x34½	22'-3"	80,000	14,000
X-2 (MLSW K-2)	4-4-0	Rd Is	1883	17x24	63	51	145 70 x35	23'-2½"	92,430	13,500
X-3 (MLSW K-3)	4-4-0	Rd Is	1884	17x24	63	51	145 72 x36	23'-2½"	84,000	13,500
		1886-7	17x24	63	52	145	72 x35½	23'-5½"	96,000	13,500

Class	Type	Builder	Cyls.	Dia.	Boiler	Fire	Engine	Total Wt.	Tractive
X-4 (MLSW K-4)	4-4-0	Rd Is	1887	63	52	145	72 x36½	89,000	13,500
X-5 (MLSW K-5)	4-4-0	Rd Is	1887	68	52	145	72 x36½	89,000	12,400
Y (MLSW L)	4-4-0	Bald	1884	63	48	135	64½x34½	66,000	13,100
Z (MLSW N)	4-4-0	changed to class V	see class V above						
Z-1 (MLSW N-1)	4-4-0	Bald	1886	63	53½	145	71½x33½	82,000	15,900
Z	2-8-0	Schen & Bald	1909-13	61	81½	170	108 x70¼	235,000 to 243,500	47,500

